# TRAFFIC STUDY FOR THE BALLONA WETLANDS ECOLOGICAL RESERVE RESTORATION PROJECT

# **ENVIRONMENTAL IMPACT REPORT**

# **SEPTEMBER 2015**



Prepared for:

**Environmental Science Associates** 

Submitted by:



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#### **EXECUTIVE SUMMARY**

A detailed traffic study has been performed by Raju Associates, Inc. to assess the traffic impacts of the proposed Ballona Wetlands Ecological Reserve Restoration Project located both in the City of Los Angeles and County of Los Angeles, California.

The Proposed Project (also referred to as Alternative 1 – Proposed Action) consists of restoration of the Ballona Wetlands Ecological Reserve which includes enhancing and creating native coastal wetland and upland habitats in the approximately 581-acre Reserve. The Reserve comprises previously filled coastal wetland and upland habitat that would be restored by increasing tidal flow throughout the project area, removing invasive species, and planting native vegetation. The Proposed Project has been divided into three main areas, called Areas A, B, and C, with Areas B and C further divided for design and analyses purposes. Area A is located on the northern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and west of Lincoln Boulevard. Fiji Way borders the north and west sides of Area A.

Area B is located on the southern side of the Ballona Wetlands Ecological Reserve, south of Ballona Creek and west of Lincoln Boulevard. Both Culver Boulevard and Jefferson Boulevard are located within Area B. Area B is divided into several subareas including North Area B, West Area B, South Area B, Southeast Area B and East Area B.

Area C is located on the eastern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and east of Lincoln Boulevard. Culver Boulevard divides Area C into North Area C and South Area C. The Marina (SR-90) Freeway is located along the northeastern edge of Area C and the freeway and on-ramp embankment is not part of the Reserve. The southeastern half of South Area C is the home of the Culver Marina Little League, including four baseball fields along with associated parking and concessions/maintenance facilities.

The Proposed Project would be completed in two phases:

- Phase 1: Restoration of Area A and North Area B, enhancement of the existing managed wetlands in South/Southeast Area B, construction of new perimeter flood protection levees and an interim levee along West Area B, and realignment of the Ballona Creek channel. Phase 1 would only decommission the gas wells that are required for the Phase 1 restoration. Other wells, including the wells in Area A and West Area B, would be maintained until they are decommissioned in Phase 2. Phase 1 would be completed by the year 2020.
- Phase 2: Full tidal restoration of West Area B and new West Area B perimeter flood protection levee. Remaining gas wells would be decommissioned and the well removal areas restored during Phase 2. Phase 2 would be completed by the year 2023.

As proposed, the existing armored levees along the banks of the Ballona Creek channel within the Ballona Reserve would be removed. Ballona Creek would be realigned to flow in a natural meandering pattern, and the landscape grade in Area A would be lowered to create a connected floodplain. Native wetland and upland habitats would be established, restored, and enhanced throughout the site.

New earthen levees would be built around the northern perimeter of Area A, along the north side of Culver Boulevard in North and West Area B, and immediately east of the dune habitat in West Area B. The new levees would be set back from the existing Ballona Creek channel in order to connect the proposed realigned creek with its restored wetland floodplain, allowing a variety of coastal wetland habitats to form within the floodplain. The levees would be broad and gently sloped away from roadways and buildings, protecting development from the inundation of the restored Ballona Creek wetland floodplain and providing upland and transitional habitat zones within the restored Ballona Reserve. The new levees would be set back from the original Ballona Creek channel in order to connect the creek with its floodplain, allowing a variety of coastal wetland habitats to form within the floodplain. New trails and bike paths constructed on top of the levees would encourage safe use by visitors, and gateway entrances would be added to the Ballona Reserve with educational and art installations.

The existing Southern California Gas wells would be decommissioned within the Ballona Reserve and related pipelines would be abandoned or modified to accommodate the proposed restoration activities.

The Proposed Project would require minimal operation and maintenance (O&M) activities since the Proposed Project intends to restore wetlands and creek habitat, and create a flood risk management system that is sustained by natural processes. Necessary O&M activities would relate to: habitat and vegetation; trash removal; the newly modified channel and levees; water control structures; parking facilities; the ball fields if external funding results in their replacement; and other ongoing and routine maintenance (i.e. inspect and lock gates, fence and gate maintenance, trail, bike path and access road maintenance).

As part of the Project, a new three-level parking structure would be built on the site of the existing Los Angeles County Department of Beaches and Harbors (DBH)-operated parking lot located along Fiji Way (in Area A) and would reduce the existing parking area footprint in that location by approximately 0.68 acre. The parking structure would contain a total of 302 parking spaces included within the three levels of the parking structure, including standard, compact, and ADA-accessible spaces, along with an area for motorcycle parking. This is an increase of 39 parking spaces from the existing parking lot. A total of 20 spaces would be dedicated to DBH vehicles and nine spaces would be provided for California Department of Fish and Wildlife (CDFW) staff. The remaining parking spaces would be publically available paid parking spaces using pay stations. The top deck of the structure would include parking and an observation deck with signage, maps, and telescopes allowing views of the reconstructed wetlands in Area A and beyond. Hours of operation for public use of the parking structure would be from dawn to dusk. The parking structure would be closed and locked after hours. The structure would be accessed from a driveway off Fiji Way.

The Project also proposes upgrades to the existing West Culver Parking Lot located near the intersection of Vista del Mar and Culver Boulevard. It is currently a poorly drained gravel lot that currently can accommodate approximately 50 vehicles. As proposed, it would be paved and striped to accommodate approximately 43 parking spaces for daytime use, the drainage would be improved, and sidewalks would be installed. Two spaces would be dedicated to CDFW vehicles. A separate bus and emergency vehicle access would enter from Culver Boulevard just east of the intersection with Nicholson Street and there would be a dedicated drop-off/pickup area for buses. This entrance to the Ballona Wetlands Ecological Reserve would include interpretive signs, shade structures, seating, picnic tables, and restrooms. New gates and fences would be installed on the perimeter of the West Culver Parking Lot, and public parking would be available from dawn to dusk. Parking would be gated and locked after hours. A driveway located along Culver Boulevard

and another driveway located along Vista del Mar at Culver Place provides access to this parking lot.

The Project would develop and improve public access, recreation, and interpretative opportunities within the Project site and includes construction of three primary entrances, into the Ballona Wetlands Ecological Reserve with adjacent parking, new trails, and new interpretive features and amenities.

The three primary entrances would provide access to pedestrians and bicyclists with a series of several smaller secondary entrances leading to the walking and biking trail network around and within the site. One primary entrance serving pedestrians and bicyclists would be located in Area A along Culver Boulevard, west of Lincoln Boulevard. A second entrance would be located in Area A adjacent to the proposed parking structure in the Ballona Wetlands Ecological Reserve across from Fisherman's Village along Fiji Way. The remaining entrance would be located at the West Culver Parking Lot in the southwestern corner of West Area B in Playa del Rey.

Several secondary entrances would also be created to allow pedestrians and cyclists to access trails in the Ballona Wetlands Ecological Reserve from adjacent neighborhoods. Secondary entrances would consist of a small gate with informational and directional signage to help visitors position themselves on the site.

The Project would provide a new bicycle and pedestrian bridge over Ballona Creek adjacent to the Culver Boulevard vehicular bridge between Area A and North Area B/East Area B. The bridge would be 25 feet wide and would include a 11 feet wide pedestrian path, 10 feet wide bicycle path, and 2 feet wide shoulders. The bridge would connect the existing Ballona Creek Bike Path to the proposed Ballona Wetlands Ecological Reserve pedestrian and bicycle path system. An overlook would be provided, with information provided about the rerouting of Ballona Creek. The Project would also provide a new pedestrian bridge over Lincoln Boulevard connecting Area A with North Area C. The bridges would serve two purposes: 1. During construction, the bridges would allow movement of soil among Areas A, B, and C, reducing the need to use of surface streets such as Culver Boulevard and Lincoln Boulevard.; and 2. after construction is completed, the bridges would allow visitors to cross Ballona Creek and Lincoln Boulevard using paths and trails within Ballona Wetlands Ecological Reserve.

Current and future traffic analyses at 18 intersections within the City of Los Angeles and County of Los Angeles were conducted in this study. At these locations, traffic operations were studied prior to and after implementation of the Proposed Project, deficiencies and impacts identified, any necessary improvements and mitigation measures developed, their effectiveness determined and residual traffic impacts ascertained as part of this study. The following executive summary highlighting the key findings of this study is presented below.

- A total of 18 intersections were analyzed within the study area for this project. The study
  area is bounded by Washington Boulevard on the north, Bluff Creek Drive on the south,
  Vista del Mar and Admiralty Way on the west, and the Marina Expressway/Freeway on
  the east.
- Currently, all of the analyzed intersection locations are operating at levels of service (LOS) D or better during both the morning and evening peak hours.
- In the Cumulative (Future Year 2023) Base conditions, i.e., future conditions without the
  implementation of the Proposed Project, 16 of the 18 study intersections are projected to
  operate at LOS D or better during the morning peak hour. During the evening peak hour,
  15 of the 18 study intersections are also projected to operate at LOS D or better. The
  remaining locations are projected to operate at LOS E and include:
  - ➤ Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
  - ➤ Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
  - ➤ Nicholson Street/Culver Boulevard: PM peak hour LOS E
  - > Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
  - SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E
- The Proposed Project includes restoration of the Ballona Wetlands Ecological Reserve.
   The Project is estimated to generate a total of 12 trips during the morning peak hour and 52 trips during the evening peak hour.
- In the Existing (2015) plus Project conditions, both AM and PM peak hour operating conditions would be similar to those for the Existing conditions (without the project). All of the study intersections are projected to continue to operate at LOS D or better during both the morning and evening peak hours. Traffic generated by the Project would not change the intersection levels of service from existing conditions.
- The Existing (2015) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- In the Cumulative (Future Year 2023) plus Project conditions, both AM and PM peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. Traffic generated by the Project would not change the intersection levels of service from cumulative base conditions.

- The Cumulative (Future Year 2023) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Construction impacts of the Proposed Project were assessed. The construction activity
  associated with the Proposed Project would not cause significant traffic impacts at any of
  the analysis locations during the weekday morning and evening peak hours.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) arterial monitoring locations and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during the weekday evening peak hour. Per CMP guidelines, no further CMP analysis is required.
- <u>Project Alternatives</u> Four project alternatives including Alternative 1 Proposed Action
  (also referred to as the Proposed Project and results summarized above), Alternative 2 –
  Partial Restoration, Alternative 3 Levee Culverts and Oxbow and Alternative 4 No
  Federal Action/No Project were evaluated. Detailed operational and construction activity
  traffic impact analyses at the study intersections were conducted.
- Alternative 2: Partial Restoration Restore contiguous tidal wetlands in Area A and North Area B, maintain existing managed wetland in West Area B, and enhance managed wetlands in South Area B. Alternative 2 would adversely impact traffic to the same degree as that of the Proposed Project and would have similar construction related traffic effects. Similar to the Proposed Project (Alternative 1), Alternative 2 would not cause significant operational and/or constructed related traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Alternative 3: Levee Culverts and Oxbow Restore tidal wetlands in Area A, maintain existing Area B managed wetlands, and restore wetlands in South Area C. Alternative 3 would adversely impact traffic to the same degree as that of the Proposed Project. The construction related traffic effects of Alternative 3 would adversely impact traffic to a lesser degree than the Proposed Project. Similar to the Proposed Project (Alternative 1), Alternative 3 would not cause significant operational and/or constructed related traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.

Summarizing, the Proposed Project would not cause any significant impacts at any of the analyzed intersections. Therefore, no project-specific mitigation measures would be required.

#### I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc., to evaluate the potential traffic impacts of the proposed Ballona Wetlands Ecological Reserve Restoration Project located in the City of Los Angeles and County of Los Angeles, California.

#### PROJECT DESCRIPTION

The Proposed Project (also referred to as Alternative 1 – Proposed Action) consists of restoration of the Ballona Wetlands Ecological Reserve which includes enhancing and creating native coastal wetland and upland habitats in the approximately 581-acre Reserve. The Reserve comprises previously filled coastal wetland and upland habitat that would be restored by increasing tidal flow throughout the project area, removing invasive species, and planting native vegetation. The Proposed Project has been divided into three main areas, called Areas A, B, and C, with Areas B and C further divided for design and analyses purposes. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system. The planning areas within the Ballona Wetlands Ecological Reserve and its operations and maintenance plan are shown in Figure 2.

As shown in Figure 2, Area A is located on the northern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and west of Lincoln Boulevard. Fiji Way borders the north and west sides of Area A.

Area B is located on the southern side of the Ballona Wetlands Ecological Reserve, south of Ballona Creek and west of Lincoln Boulevard. Both Culver Boulevard and Jefferson Boulevard are located within Area B. Area B is divided into several subareas including North Area B, West Area B, South Area B, Southeast Area B and East Area B.

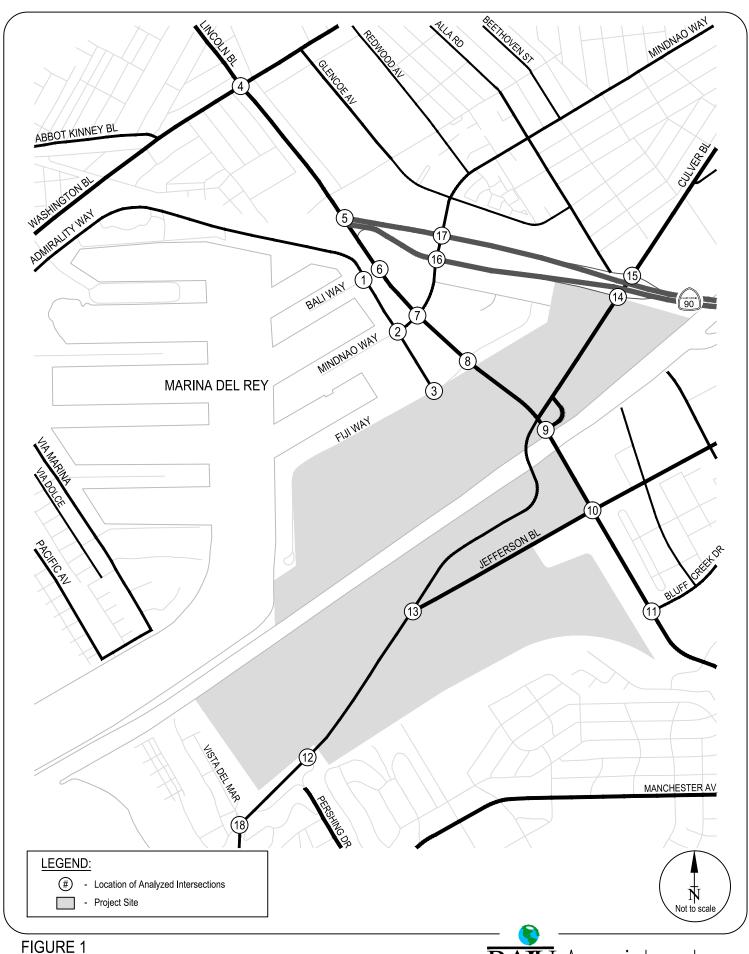


FIGURE 1
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS

BALLONA WETLANDS ECOLOGICAL RESERVE OPERATIONS AND MAINTENANCE PLAN

Area C is located on the eastern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and east of Lincoln Boulevard. Culver Boulevard divides Area C into North Area C and South Area C. The Marina (SR-90) Freeway is located along the northeastern edge of Area C and the freeway and on-ramp embankment is not part of the Reserve. The southeastern half of South Area C is the home of the Culver Marina Little League, including four baseball fields along with associated parking and concessions/maintenance facilities.

The Proposed Project would be completed in two phases:

- Phase 1: Restoration of Area A and North Area B, enhancement of the existing managed wetlands in South/Southeast Area B, construction of new perimeter flood protection levees and an interim levee along West Area B, and realignment of the Ballona Creek channel. Phase 1 would only decommission the gas wells that are required for the Phase 1 restoration. Other wells, including the wells in Area A and West Area B, would be maintained until they are decommissioned in Phase 2. Phase 1 would be completed by the year 2020.
- Phase 2: Full tidal restoration of West Area B and new West Area B perimeter flood protection levee. Remaining gas wells would be decommissioned and the well removal areas restored during Phase 2. Phase 2 would be completed by the year 2023.

As proposed, the existing armored levees along the banks of the Ballona Creek channel within the Ballona Reserve would be removed. Ballona Creek would be realigned to flow in a natural meandering pattern, and the landscape grade in Area A would be lowered to create a connected floodplain. Native wetland and upland habitats would be established, restored, and enhanced throughout the site.

New earthen levees would be built around the northern perimeter of Area A, along the north side of Culver Boulevard in North and West Area B, and immediately east of the dune habitat in West Area B. The new levees would be set back from the existing Ballona Creek channel in order to connect the proposed realigned creek with its restored wetland floodplain, allowing a variety of coastal wetland habitats to form within the floodplain. The levees would be broad and gently sloped away from roadways and buildings, protecting development from the inundation of the restored Ballona Creek wetland floodplain and providing upland and transitional habitat zones within the restored Ballona Reserve. The new levees would be set back from the original Ballona Creek channel in order to connect the creek with its floodplain, allowing a variety of coastal wetland habitats to form within the floodplain. New trails and bike paths constructed on top of the

levees would encourage safe use by visitors, and gateway entrances would be added to the Ballona Reserve with educational and art installations.

The existing Southern California Gas wells would be decommissioned within the Ballona Reserve and related pipelines would be abandoned or modified to accommodate the proposed restoration activities.

#### **OPERATION AND MAINTENANCE**

The Proposed Project would require minimal operation and maintenance (O&M) activities since the Proposed Project intends to restore wetlands and creek habitat, and create a flood risk management system that is sustained by natural processes. Necessary O&M activities would relate to: habitat and vegetation; trash removal; the newly modified channel and levees; water control structures; parking facilities; the ball fields if external funding results in their replacement; and other ongoing and routine maintenance (i.e. inspect and lock gates, fence and gate maintenance, trail, bike path and access road maintenance). As indicated above, the operations and maintenance plan for the Ballona Wetlands Ecological Reserve is shown in Figure 2.

#### PROJECT PARKING

As part of the Project, a new three-level parking structure would be built on the site of the existing Los Angeles County Department of Beaches and Harbors (DBH)-operated parking lot located along Fiji Way (in Area A) and would reduce the existing parking area footprint in that location by approximately 0.68 acre. The parking structure would contain a total of 302 parking spaces included within the three levels of the parking structure, including standard, compact, and ADA-accessible spaces, along with an area for motorcycle parking. This is an increase of 39 parking spaces from the existing parking lot. A total of 20 spaces would be dedicated to DBH vehicles and nine spaces would be provided for California Department of Fish and Wildlife (CDFW) staff. The remaining parking spaces would be publically available paid parking spaces using pay stations. The top deck of the structure would include parking and an observation deck with signage, maps, and telescopes allowing views of the reconstructed wetlands in Area A and beyond. Hours of

operation for public use of the parking structure would be from dawn to dusk. The parking structure would be closed and locked after hours. The structure would be accessed from a driveway off Fiji Way.

The Project also proposes upgrades to the existing West Culver Parking Lot located near the intersection of Pershing Drive and Culver Boulevard. It is currently a poorly drained gravel lot that currently can accommodate approximately 50 vehicles. As proposed, it would be paved and striped to accommodate approximately 43 parking spaces for daytime use, the drainage would be improved, and sidewalks would be installed. Two spaces would be dedicated to CDFW vehicles. A separate bus and emergency vehicle access would enter from Culver Boulevard just east of the intersection with Nicholson Street and there would be a dedicated drop-off/pickup area for buses. This entrance to the Ballona Wetlands Ecological Reserve would include interpretive signs, shade structures, seating, picnic tables, and restrooms. New gates and fences would be installed on the perimeter of the West Culver Parking Lot, and public parking would be available from dawn to dusk. Parking would be gated and locked after hours. A driveway located along Culver Boulevard and another driveway located along Vista del Mar at Culver Place provides access to this parking lot.

#### ACCESS AND CIRCULATION

The Project would develop and improve public access, recreation, and interpretative opportunities within the Project site and includes construction of three primary entrances into the Ballona Wetlands Ecological Reserve with adjacent parking, new trails, and new interpretive features and amenities. The public access plan is illustrated in Figure 3.

The three primary entrances would provide access to pedestrians and bicyclists with a series of several smaller secondary entrances leading to the walking and biking trail network around and within the site. One primary entrance serving pedestrians and bicyclists would be located in Area A along Culver Boulevard, west of Lincoln Boulevard. A second entrance would be located in Area A adjacent to the proposed parking structure in the Ballona Wetlands Ecological Reserve across from Fisherman's Village along Fiji Way. The remaining entrance would be located at the West Culver Parking Lot in the southwestern corner of West Area B in Playa del Rey.

FIGURE 3 BALLONA WETLANDS ECOLOGICAL RESERVE - PUBLIC ACCESS PLAN

Several secondary entrances would also be created to allow pedestrians and cyclists to access trails in the Ballona Wetlands Ecological Reserve from adjacent neighborhoods. Secondary entrances would consist of a small gate with informational and directional signage to help visitors position themselves on the site.

The Project would provide a new bicycle and pedestrian bridge over Ballona Creek adjacent to the Culver Boulevard vehicular bridge between Area A and North Area B/East Area B. The bridge would be 25 feet wide and would include a 11 feet wide pedestrian path, 10 feet wide bicycle path, and 2 feet wide shoulders. The bridge would connect the existing Ballona Creek Bike Path to the proposed Ballona Wetlands Ecological Reserve pedestrian and bicycle path system. An overlook would be provided, with information provided about the rerouting of Ballona Creek. The Project would also provide a new pedestrian bridge over Lincoln Boulevard connecting Area A with North Area C. The bridges would serve two purposes: 1. During construction, the bridges would allow movement of soil among Areas A, B, and C, reducing the need to use of surface streets such as Culver Boulevard and Lincoln Boulevard.; and 2. after construction is completed, the bridges would allow visitors to cross Ballona Creek and Lincoln Boulevard using paths and trails within Ballona Wetlands Ecological Reserve.

#### STUDY SCOPE

The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at the analysis of potential traffic impacts on the street system produced by the Proposed Project and includes an analysis of the following scenarios:

- <u>Existing (2015) Conditions</u> The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.
- <u>Existing (2015) Plus Project Conditions</u> The net traffic expected to be generated by the Proposed Project is estimated and added to the Existing (2015) traffic volumes. The impacts of the Proposed Project on existing traffic operating conditions are then identified.

- <u>Cumulative (2023) Base Conditions</u> Future traffic conditions in the year 2023 without the Proposed Project has been developed. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2023, the year in which the project will be completed.
- <u>Cumulative (2023) Plus Project Conditions</u> The net traffic expected to be generated by the Proposed Project is estimated and added to the Cumulative (2023) Base traffic forecasts. The impacts of the Proposed Project on future traffic operating conditions are then identified.

For this traffic study, 18 locations were defined as study intersections. All 18 study intersections are controlled by traffic signals (see Figure 1 for their location) and include the following:

- 1. Admiralty Way and Bali Way
- 2. Admiralty Way and Mindanao Way
- 3. Admiralty Way and Fiji Way
- 4. Lincoln Boulevard and Washington Boulevard
- 5. Lincoln Boulevard and Marina (SR-90) Expressway Los Angeles County Congestion Management Program (CMP) monitoring location
- 6. Lincoln Boulevard and Bali Way
- 7. Lincoln Boulevard and Mindanao Way
- 8. Lincoln Boulevard and Fiji Way
- 9. Lincoln Boulevard and Culver Boulevard Ramps
- 10. Lincoln Boulevard and Jefferson Boulevard
- 11. Lincoln Boulevard and Bluff Creek Drive
- 12. Nicholson Street and Culver Boulevard
- 13. Culver Boulevard and Jefferson Boulevard
- 14. Culver Boulevard and Marina (SR-90) Freeway Eastbound Ramps
- 15. Culver Boulevard and Marina (SR-90) Freeway Westbound Ramps
- 16. Mindanao Way and Marina (SR-90) Expressway Eastbound
- 17. Mindanao Way and Marina (SR-90) Expressway Westbound
- 18. Vista del Mar/Vista del Mar Lane & Culver Boulevard

This traffic study has been prepared in accordance with the latest City of Los Angeles traffic study guidelines titled *Traffic Study Policies and Procedures*, August 2014.

#### ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into seven chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. Chapter III describes the development of the Proposed Project's traffic projections. The methodology to develop Future Year 2023 traffic volume forecasts without and with the Proposed Project is described and applied in Chapter IV. Chapter V presents assessment of traffic conditions with and without the project and the potential traffic impacts due to the Proposed Project. Project construction impacts evaluation is presented in Chapter VI. The results of the analysis of the Proposed Project's impacts on the CMP regional transportation system are provided in Chapter VII. Chapter VIII discusses the Project alternatives analyses. A summary of the analysis and study conclusions is included in Chapter IX. Appendices to this report include details of the technical analyses.

## II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter. The existing transit system serving the study area is also described in this chapter.

#### STUDY AREA

The Proposed Project is divided into three main areas, called Areas A, B, and C, with Areas B and C further divided for design and analyses purposes and is illustrated in Figure 2. Area A is located on the northern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and west of Lincoln Boulevard. Fiji Way borders the north and west sides of Area A.

Area B is located on the southern side of the Ballona Wetlands Ecological Reserve, south of Ballona Creek and west of Lincoln Boulevard. Both Culver Boulevard and Jefferson Boulevard are located within Area B. Area B is divided into several subareas including North Area B, West Area B, South Area B, Southeast Area B and East Area B.

Area C is located on the eastern side of the Ballona Wetlands Ecological Reserve, north of Ballona Creek and east of Lincoln Boulevard. Culver Boulevard divides Area C into North Area C and South Area C. State Route 90 (the Marina Freeway) is located along the northeastern edge of Area C and the freeway and on-ramp embankment is not part of the Reserve. The southeastern half of South Area C is the home of the Culver Marina Little League, including four baseball fields along with associated parking and concessions/maintenance facilities.

The study area is bounded by Washington Boulevard on the north, the Marina Freeway on the east, Bluff Creek Drive on the south, and Nicholson Street on the west. The street system within study area is under the jurisdiction of the City of Los Angeles, County of Los Angeles, and Caltrans. The Marina (SR-90) Freeway is located adjacent to the eastern frontage of the Project site and the San Diego (I-405) Freeway is located approximately 2 miles east of the Project site.

#### **EXISTING STREET SYSTEM**

The existing street system within the study area consists of a regional highway system including major arterials and a local street system including secondary arterials, collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The San Diego (I-405) Freeway and Marina (SR-90) Freeway provide the primary regional access to the study area. The major and other arterial streets used to access the study area include Washington Boulevard, Lincoln Boulevard, Jefferson Boulevard, Culver Boulevard, Bluff Creek Drive, Admiralty Way and Mindanao Way. Bali Way, Fiji Way and Nicholson Street provide local access and circulation. Brief descriptions of the arterial facilities serving the study area are included in the following section. The existing lane configurations of the analyzed intersections are included in Appendix A.

- <u>Lincoln Boulevard</u> Lincoln Boulevard is a major arterial roadway that runs in a north-south direction across several jurisdictions. The posted speed limit is 40 or 45 miles per hour in the vicinity of the study area. Within the study area, the roadway generally offers six to eight travel lanes, three to four lanes in each direction with left-turn lanes at all intersections. Generally, no parking is allowed along many stretches of this roadway within the study area.
- Washington Boulevard Washington Boulevard is a major arterial roadway that traverses in an east-west direction. This roadway offers four travel lanes, two lanes per direction, with a central left-turn median. Restricted parking is allowed along many stretches of this roadway, generally, except at major intersections where turn lanes are provided. The posted speed limit is 35 miles per hour.
- <u>Jefferson Boulevard</u> Jefferson Boulevard is a major arterial roadway that traverses in an
  east-west direction across several jurisdictions. It generally provides six to seven travel
  lanes, three lanes in the westbound direction and three to four lanes in the eastbound

direction. This roadway provides connection to the I-405 northbound and southbound onoff ramps. Parking is allowed on the north side of the street between Grosvenor Boulevard and Centinela Avenue and restricted parking is available for a short stretch on either side of the street between Inglewood Boulevard and Mesmer Avenue. The posted speed limit is 45 miles per hour.

- <u>Culver Boulevard</u> Culver Boulevard is a major arterial roadway that traverses in a north/east-south/west direction. This roadway offers four travel lanes, two lanes per direction. Restricted parking is allowed along many stretches of this roadway, generally, except at major intersections where turn lanes are provided. Within the study area, the posted speed limit is 40 miles per hour.
- <u>Bluff Creek Drive</u> Bluff Creek Drive is classified as a secondary arterial roadway and transverses in an east-west direction. Currently, it runs from Lincoln Boulevard to Dawn Creek and from Westlawn Avenue to Centinela Avenue. The roadway generally provides four travel lanes, two lanes in each direction. Six travels lanes are provided east of Campus Center Drive to Centinela Avenue. Parking is generally not allowed along this roadway. The roadway section between Dawn Creek and Westlawn Avenue is anticipated to be completed by 2023 and would provide connectivity between Lincoln Boulevard to Centinela Avenue.
- <u>Admiralty Way</u> Admiralty Way is a secondary highway that traverses generally in a north-south direction from Via Marina to Fiji Way. The posted speed limit is 40 miles per hour. This roadway generally offers four travel lanes, two lanes in each direction, with a raised median and left-turn lanes at key intersections. On-street parking is not allowed on either side of the street along this roadway.
- Mindanao Way Mindanao Way is a secondary arterial roadway that traverses in an east-west direction. Mindanao Way provides access to Burton Chase Park, the Marina del Rey Basin G berths, the Marina Freeway and points east. The posted speed limit is 30 miles per hour. The roadway generally offers four travel lanes, two lanes in each direction, with a raised central median between Admiralty Way and Marina Freeway. Within the study area, on-street parking is generally not allowed on either side of the street.
- Bali Way Bali Way is a short local roadway that traverses in an east-west direction. The posted speed limit is 30 miles per hour. Bali Way provides connectivity from Lincoln Boulevard to Admiralty Way and points west and provides access to the Marina del Rey Basin F and Basin G areas. This roadway offers two lanes in each direction between Lincoln Boulevard and Admiralty Way. On-street parking is not allowed on either side of the street within that stretch.
- <u>Fiji Way</u> Fiji Way is a local roadway and traverses in an east-west direction. This
  roadway provides four travel lanes, two lanes in each direction, with a raised central
  median between Lincoln Boulevard and Admiralty Way. Within the study area, on-street
  parking is not allowed on either side of the street. The posted speed limit along this
  facility is 35 miles per hour.

- <u>Nicholson Street</u> Nicholson Street is a local roadway that traverses in a north-south direction. This roadway offers one travel lanes per direction. Within the study area, onstreet parking is not allowed on either side of the street.
- <u>Pershing Drive</u> Pershing Drive is a major arterial that traverses in a north-south direction and provides connectivity from Culver Boulevard to Imperial Highway. Within the study area, Pershing Drive provides three to four travel lanes, two lanes in the southbound direction and one to two in the northbound direction. Parking is allowed along most stretches of this roadway. The posted speed limit is 35 miles per hour.
- <u>Vista Del Mar</u> Vista Del Mar is a major arterial that traverses in a north-south direction and provides connectivity from Culver Boulevard to Imperial Highway. Within the study area, Vista Del Mar provides four travel lanes, two lanes per direction; with left-turn lanes at major intersections. Parking is not allowed along this roadway. The posted speed limit is 40 miles per hour.

#### **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections.

#### **Existing Traffic Volumes**

Weekday morning and evening peak hour traffic counts were compiled from data collected at the analyzed intersections in March and April 2015. These traffic volumes reflect typical weekday operations during current year 2015 conditions. The traffic volumes in Figure 4 represent, for the purposes of this analysis, the Existing 2015 AM and PM peak hour conditions. The raw data showing the raw traffic counts are attached in Appendix B.

#### Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. The Level of service definitions for signalized intersections is provided in Table 1. All of the analyzed intersections are controlled by traffic signals.

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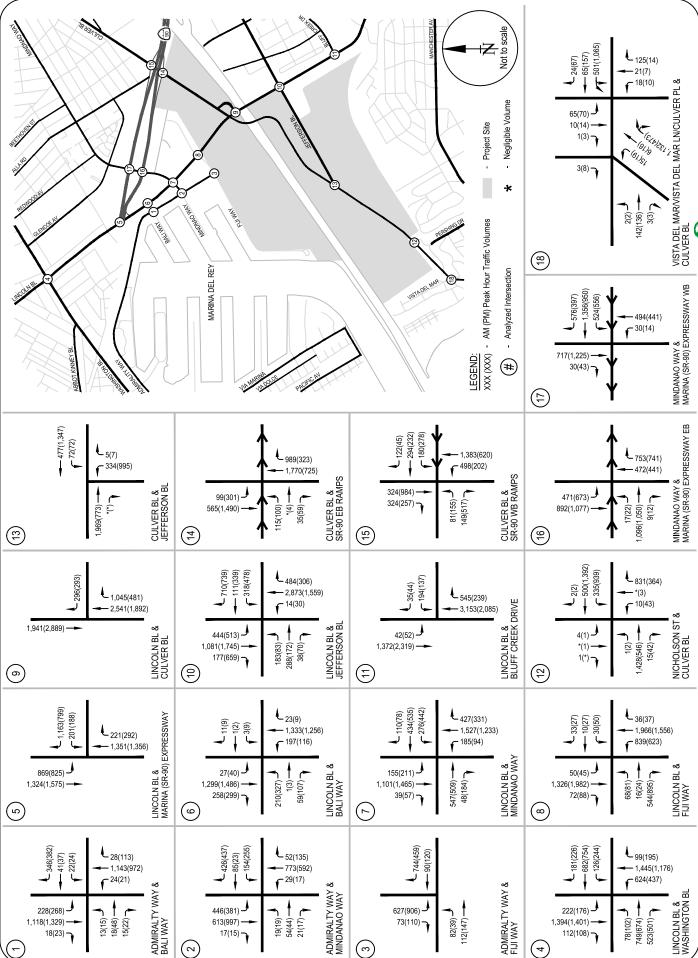


TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
А	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red
		light and no approach phase is fully used.
В	>0.600 - 0.700	VERY GOOD. An occasional approach phase is
		fully utilized; many drivers begin to feel somewhat
		restricted within groups of vehicles.
С	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait
		through more than one red light; backups may
		develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions
		of the rush hours, but enough lower volume periods
		occur to permit clearing of developing lines,
		preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection
		approaches can accommodate; may be long lines
		of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on
		cross streets may restrict or prevent movement of
		vehicles out of the intersection approaches.
		Tremendous delays with continuously increasing
		queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

The "Critical Movement Analysis-Planning", (Transportation Research Board, 1980) method of intersection capacity analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service at the signalized study intersections within both the City of Los Angeles and County of Los Angeles. Level of service spreadsheets developed by LADOT were used to implement the CMA (Circular 212 Method) methodology. Table 1 defines the ranges of V/C ratios and corresponding levels of service for signalized intersections.

Fifteen of the 18 study intersections are located in the City of Los Angeles and are currently controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) System and Adaptive Traffic Control System (ATCS). In accordance with LADOT procedures, a capacity increase of 10% (0.07 V/C adjustment for ATSAC and 0.03 V/C adjustment for ATCS) was applied to reflect the benefits of ATSAC/ATCS control at these intersections.

The remaining three intersections are located in the County of Los Angeles and include the following intersections: Admiralty Way and Bali Way, Admiralty Way and Mindanao Way and Admiralty Way and Fiji Way. ATSAC/ATCS credit was not taken at these locations.

## **Existing Levels of Service**

The existing traffic volumes presented in Figure 4 for AM and PM peak hours were used in conjunction with the level of service methodologies described above, and the current intersection characteristics illustrated in Appendix A, to determine the existing operating conditions at the analyzed intersections.

Table 2 summarizes the results of the intersection capacity analysis for existing conditions at each of the study intersections in the study area. The table indicates the existing V/C ratio during the morning and evening peak hours and the corresponding LOS at the study intersections. As illustrated in the table, all 18 of the study intersections are currently operating at LOS D or better during both the morning and evening peak hours.

Capacity calculation worksheets for Existing (2015) conditions are provided in Appendix C of the report.

TABLE 2 EXISTING (2015) WEEKDAY INTERSECTION LEVEL OF SERVICE ANALYSIS

		Ex	isting (20	15) Conditions	
		AM Peak	Hour	PM Peak	Hour
No.	Intersection	V/C	LOS	V/C	LOS
1.	Admiralty Way & Bali Way	0.616	В	0.627	В
2.	Admiralty Way & Mindanao Way	0.667	В	0.587	Α
3.	Admiralty Way & Fiji Way	0.451	Α	0.338	Α
4.	Lincoln Boulevard & Washington Boulevard	0.837	D	0.783	С
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	0.717	С	0.676	В
6.	Lincoln Boulevard & Bali Way	0.509	Α	0.552	Α
7.	Lincoln Boulevard & Mindanao Way	0.710	С	0.781	С
8.	Lincoln Boulevard & Fiji Way	0.628	В	0.720	С
9.	Lincoln Boulevard & Culver Loop	0.805	D	0.535	Α
10.	Lincoln Boulevard & Jefferson Boulevard	0.840	D	0.639	В
11.	Lincoln Boulevard & Bluff Creek Drive	0.544	Α	0.360	Α
12.	Nicholson Street & Culver Boulevard	0.652	В	0.798	С
13.	Jefferson Boulevard & Culver Boulevard	0.727	С	0.810	D
14.	Culver Boulevard & SR-90 Eastbound Ramps	0.436	Α	0.463	Α
15.	Culver Boulevard & SR-90 Westbound Ramps	0.798	С	0.873	D
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	0.756	С	0.809	D
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	0.572	Α	0.559	Α
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	0.782	С	0.653	В

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location.

The following section provides description of public transit operated by public agencies and municipalities.

#### **EXISTING TRANSIT CONDITIONS**

Nine bus lines currently serve the study area. Three bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA), three bus lines are operated by the Culver City Bus (CC), two bus lines, including one 'Rapid Bus' line, are operated by Santa Monica Big Blue Bus (SM) and one bus line is operated by the Los Angeles Department of Transportation (CE. These transit lines are described below:

- LACMTA 108 Line 108 is a local east/west line that provides service from Marina Del Rey to Pico Rivera and travels primarily along Via Marina, Admiralty Way and Mindanao Way within the study area. This line runs every day, including holidays, at a peak frequency of approximately 20-30 minutes during peak commute hours. The western terminus is at the intersection of Palawan Way/Washington Boulevard in Marina Del Rey. The eastern terminus is at the intersection of Paramount Boulevard/Slauson Avenue in Pico Rivera.
- <u>LACMTA 110</u> Line 110 is a local east/west line that provides service from Playa Vista to Bell Gardens and travels primarily along Jefferson Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of approximately 8-10 minutes during peak commute hours. The western terminus is at intersection of Playa Vista Drive/Jefferson Boulevard in Playa Vista. The eastern terminus is at the intersection of Granger Avenue/Florence Avenue in Bell Gardens.
- <u>LACMTA 358</u> Line 358 is a local, limited stop, east/west line that provides service from Marina Del Rey to Pico Rivera and travels primarily along Via Marina, Admiralty Way and Mindanao Way within the study area. This line runs Monday through Friday, at a frequency of 15-25 minutes during peak commute hours. The western terminus is at the intersection of Washington Boulevard and Palawan Way in Marina Del Rey. The eastern terminus is at the intersection of Paramount Boulevard/Slauson Avenue in the City of Pico Rivera.
- <u>CC Line 1</u> Line 1 is a local east/west line that provides service from Venice through Culver City to West Los Angeles and travels primarily along Washington Boulevard in the vicinity of the study area. This line runs every day, including holidays, at a peak frequency of approximately 12 minutes during peak commute hours. The western terminus is at the intersection of Main Street/Windward Circle in Venice. The eastern terminus is at the intersection of Fairfax Avenue/Washington Boulevard in West Los Angeles.

- <u>CC Line 2</u> Line 2 is a local east/west line that provides service from Culver City to Venice and travels primarily along Washington Boulevard and Lincoln Boulevard in the vicinity of the study area. This line runs Monday through Friday at a frequency of approximately 60 minutes. Service is not provided on weekends and holidays. The western terminus is at Venice High School in Venice. The eastern terminus is at the Culver City Transit Center near the intersection of Sepulveda Boulevard/Slauson Avenue in Culver City.
- <u>CC Line 7</u> Line 7 is a local east/west line that provides service from Marina Del Rey to Culver City and travels primarily along Admiralty Way, Fiji Way, Bali Way, Lincoln Boulevard and Culver Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 30 minutes. Service on weekends and holidays is not provided. The western terminus is at Fisherman's Village in Marina Del Rey. The eastern terminus is at the Metro Expo Line Robertson Station in Culver City.
- <u>SM 3</u> Santa Monica Big Blue Bus Line 3 is a local north/south line that provides service from Santa Monica to Inglewood and travels primarily along Lincoln Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of 12-15 minutes during peak commute hours. The northern terminus is at the intersection of 5<sup>th</sup> Street/Arizona Avenue in Santa Monica. The southern terminus is at the Metro Green Line Aviation Station in Inglewood.
- <u>SM Rapid 3</u> Santa Monica Bus Blue Bus Line Rapid 3 is a north/south "rapid bus" line that provides service from Santa Monica to Inglewood and travels primarily along Lincoln Boulevard within the study area. This line runs Monday through Friday at a peak frequency of approximately 10 minutes during peak commute hours. Service is not provided on weekends and holidays. The northern terminus is at the intersection of 5<sup>th</sup> Street/Arizona Avenue in Santa Monica. The southern terminus is at the Metro Green Line Aviation Station in Inglewood.
- <u>CE 437</u> Line 437 is a LADOT Commuter Express line that provides service from Downtown Los Angeles to Marina Del Rey and travels primarily along Pacific Avenue, Via Marina, Admiralty Way and Mindanao Way within the study area. This line runs Monday through Friday and provides service only during peak commute hours. During the morning peak hours, it runs in the eastbound direction only, from Marina del Rey to Downtown Los Angeles, with a frequency of approximately 22-24 minutes. During the evening peak hours, it runs in the westbound direction only, from Downtown Los Angeles to Marina del Rey, with a frequency of approximately 30 minutes. Service is not provided during weekday off-peak hours and on weekends and holidays. The western terminus is at the intersection of Pacific Avenue/Washington Boulevard in Marina Del Rey. The eastern terminus is at the intersection of San Pedro Street/Temple Street in Downtown Los Angeles.

These public transit lines within the study area are illustrated in Figure 5. It can be observed from Figure 5 that there is a robust transit network serving the study area. Private tour operators also provide visitor tours in the study area.

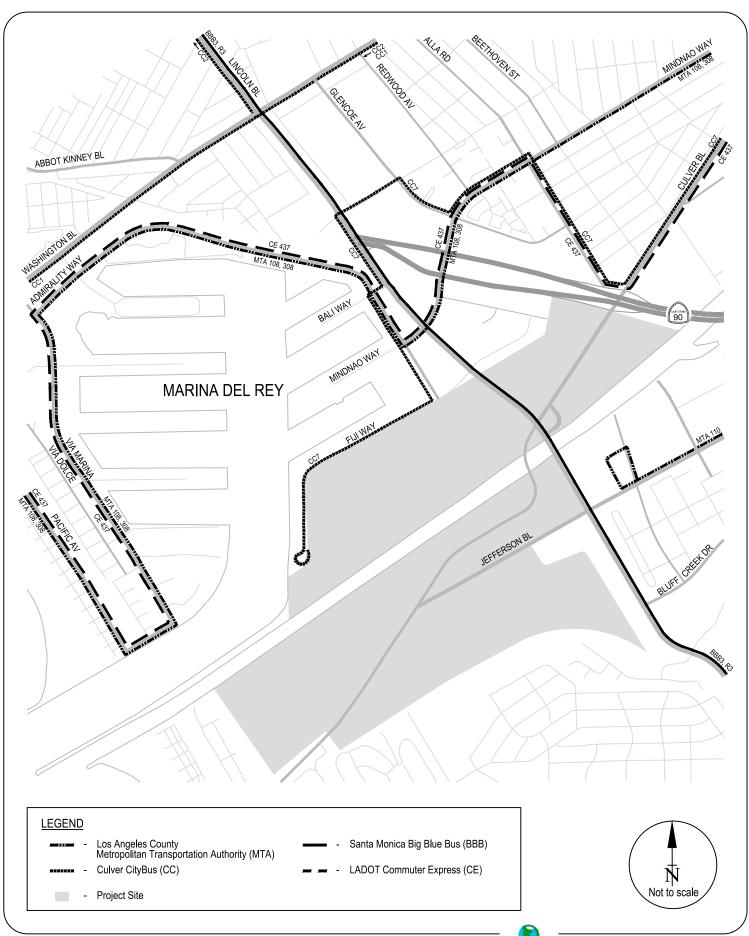


FIGURE 5 EXISTING TRANSIT LINES



# III. PROJECT TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Project traffic volumes were developed. The traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Project traffic and existing traffic volumes represents the Existing (2015) plus Project scenario. Traffic projections for future scenarios are described in the next chapter.

#### PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the Proposed Project involves the use of a three-step process: trip generation, trip distribution and traffic assignment.

#### **Project Trip Generation**

Implementation of the Proposed Project consists of restoration of the Ballona Wetlands Ecological Reserve which includes enhancing and creating native coastal wetland and upland habitats in the approximately 581-acre Reserve. The Project would develop and improve public access, recreation, and interpretative opportunities within the Project site with new parking, new trails, and new interpretive features and amenities. The Proposed Project would require minimal operation and maintenance (O&M) activities. The O&M activities include current and ongoing routines that do not occur on a daily basis and would not generate any new trips. Other future O&M activities also would not occur on a daily basis and any trips associated with those activities would be minimal.

Utilizing the ITE's Trip Generation *Manual*, 9<sup>th</sup> Edition trip rates, the Proposed Project's trip generation was determined. For the purpose of this analysis, ITE trip generation rates for Land Use Code 412 - County Park Land Use was used for estimating the project's peak hour trip generation. Table 3 presents details of the Proposed Project's trip generation including type of use, size, applicable rate and trip generation estimates.

TABLE 3
ESTIMATED PROJECT WEEKDAY TRIP GENERATION

			A	AM Peak Hour	ır	Б	PM Peak Hour	ur
	Size	Daily	N	OUT	TOTAL	N	DUT	TOTAL
Proposed Project Ballona Wetlands Ecological Reserve	581 acres	378	7	5	12	32	20	52
Trip Rates [1] State Park/County Park (ITE Land Use 413/412)	Trips per acre	0.65	61%	39%	0.02	61%	%68	0.09

[1] Trip generation of the Ballona Wetlands Ecological Reserve was estimated using county park and state park trip generation rates from ITE Trip Generation Manual, 9th Edition, 2012.

From Table 3, it can be observed that the Proposed Project's trip generation would result in a total of approximately 378 daily trips of which 12 trips would occur during the morning peak hour and 52 trips during the evening peak hour.

#### **Project Trip Distribution**

The Project's trip distribution was based on various factors such as project site location, points of access of the project driveways, availability of major and secondary arterials connecting to the regional freeway system as well as professional judgment and knowledge of local travel patterns within the study area. The geographic distribution for Project trips was assumed to be the following:

To and From the North: 25%
To and From the South: 25%
To and From the East: 40%
To and From the West: 10%

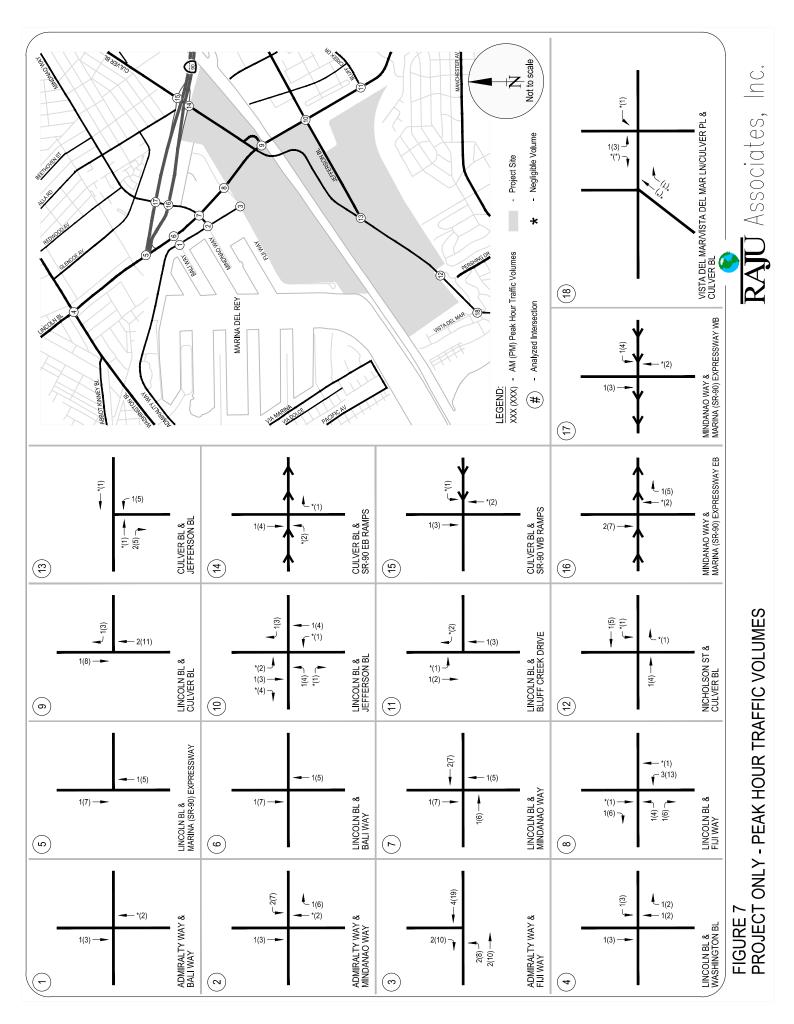
Intersection level trip distribution percentages are shown in Figures 6A and 6B. Based on these distribution assumptions, location and points of access of the project driveways (both to the Proposed County Parking Structure in Area A and the West Culver Parking Lot in Area B), and trip generation estimates from the Proposed Project, traffic estimates of project-only trips were developed. These project-only trips are presented in Figure 7.

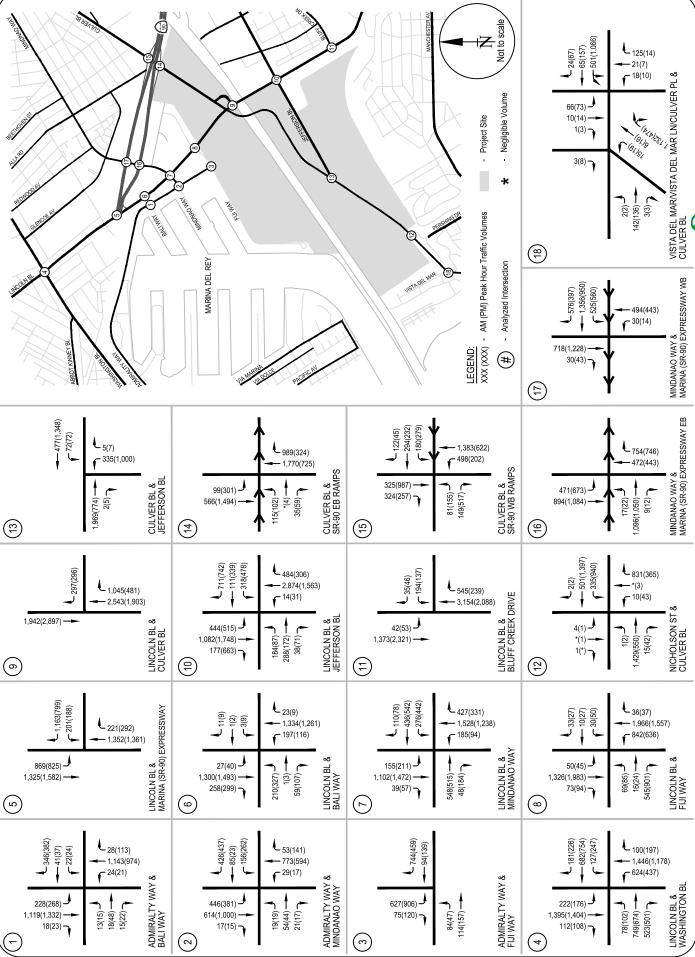
# **EXISTING (2015) PLUS PROJECT TRAFFIC VOLUMES**

Utilizing the project-only traffic estimates for both AM and PM peak hours, traffic forecasts for the Existing (2015) plus Project conditions were developed. The Existing (2015) traffic volumes were combined with the project-only traffic volumes to obtain the Existing with Project traffic volume forecasts. The Existing (2015) plus Project traffic volumes during both AM and PM peak hours are presented in Figure 8.

FIGURE 6A PROJECT TRIP DISTRIBUTION TO/FROM AREA A - PROPOSED COUNTY PARKING STRUCTURE

FIGURE 6B PROJECT TRIP DISTRIBUTION TO/FROM AREA B - WEST CULVER PARKING LOT





EXISTING (2015) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES FIGURE 8

# IV. FUTURE YEAR 2023 TRAFFIC PROJECTIONS

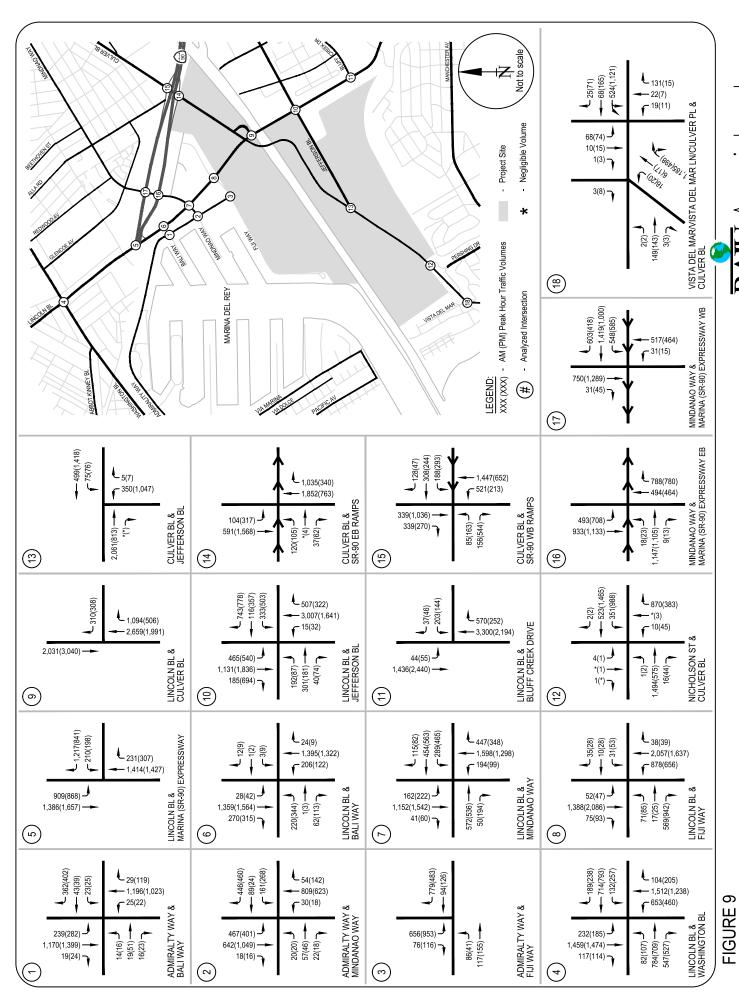
The Proposed Project is expected to be completed by Year 2023. In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Future Year 2023 traffic volumes both with and without the Project were developed. The Future Year 2023 without the Project was first developed including estimates for background growth in area-wide trip making and trips generated by future developments (related projects) in the vicinity of the study area. The Future (2023) without Project traffic represents the cumulative base conditions. Next, the traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Project traffic and the cumulative base traffic volumes provides traffic volume estimates for the Future Cumulative (2023) plus Project scenario. Each of these future traffic scenarios is described further in this chapter.

#### **CUMULATIVE (2023) BASE TRAFFIC PROJECTIONS**

The Cumulative (2023) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific related (cumulative) projects located within, or in the vicinity of, the study area. Each of these components is described below.

### **Area-wide Ambient Traffic Growth**

Utilizing the traffic growth observed in City of Los Angeles' Travel Demand Forecasting Model, the traffic in the vicinity of the study area was estimated to increase at a rate of about 0.57% per year during the morning peak hour and 0.64% per year during the evening peak hour. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2023, the Existing 2015 traffic volumes were adjusted upward by a factor of 4.56% during the morning peak hour and 5.12% during the evening peak hour to reflect this area-wide regional growth. The resulting Existing plus Ambient Growth (2023) traffic volumes are illustrated in Figure 9.



**RAJU** Associates, Inc. EXISTING WITH AMBIENT GROWTH (2023) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

# **Related Projects Traffic Generation and Assignment**

As indicated, the second potential source of traffic growth in the study area is that expected from other future development projects in the vicinity. These related or "cumulative" projects are those developments that are planned and expected to be in place within the same timeframe as the Proposed Project. Data describing related projects in the area was compiled from the City of Los Angeles, County of Los Angeles and Culver City. Thirty-one (31) related projects were identified within the study area and are listed in Table 4. The locations of these projects are shown in Figure 10.

The trip generation estimates for the related projects were based on different sources including trip generation rates contained in ITE's *Trip Generation Manual*, 9<sup>th</sup> Edition and trip generation estimates provided by the recently completed traffic studies for projects in the City of Los Angeles and is included in Table 4. As summarized in Table 4, the related projects are expected to generate approximately 13,772 trips during the morning peak hour and 16,737 trips during the evening peak hour. The geographic distribution and the traffic assignment of the related projects were performed and the results are shown in Figure 11.

# Cumulative (2023) Base Traffic Volumes

The related projects' traffic estimates were added to the Existing plus Ambient Growth traffic to obtain the Cumulative (2023) Base traffic volumes. Figure 12 provides the Cumulative (2023) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours. These volumes represent Future (2023) Cumulative Base (without project) conditions.

#### **CUMULATIVE (2023) PLUS PROJECT TRAFFIC VOLUMES**

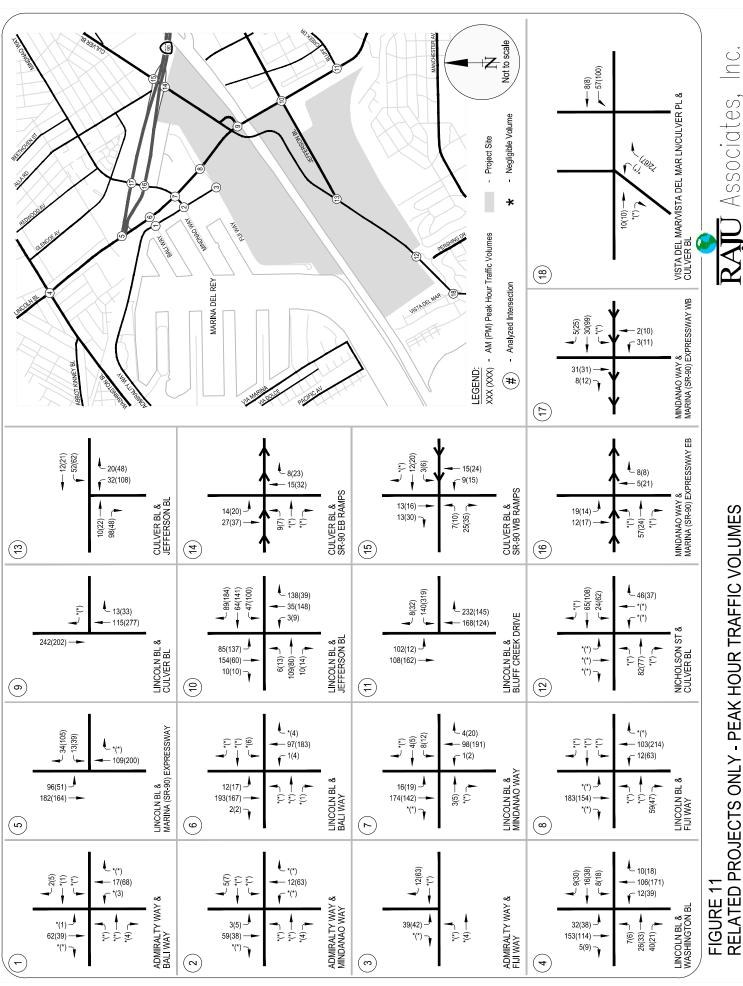
Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Future Year 2023 plus Project conditions were developed. The Cumulative (2023) Base traffic forecasts were combined with the project-only traffic volumes to obtain the Future with Project traffic volume forecasts. The Future Year 2023 Cumulative plus Project traffic volumes during both AM and PM peak hours are presented in Figure 13.

FIGURE 10 LOCATION OF RELATED PROJECTS

# TABLE 4 ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS

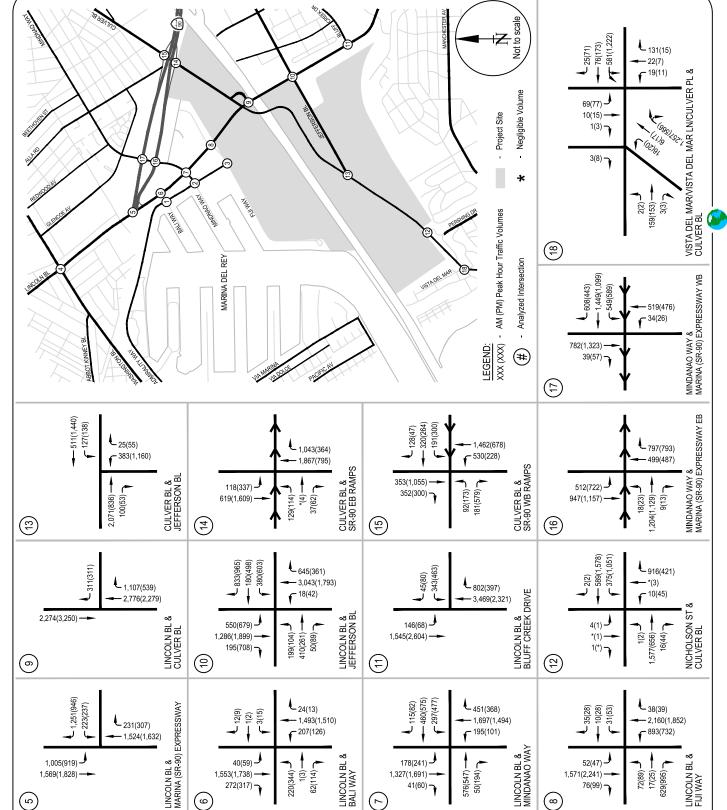
Properties   Pro	Мар					A	AM Peak Hour	ır	PM	PM Peak Hour	ı
1752   W. Chine Roberson	Š.	Project Name	Location	Description	Daily		TUO	TOTAL		100	TOTAL
41026 Great Vive Businesand   20 Four-Promote greating 1, 10 Four-Promotes and Profession Registration Regi	City of	Culver City [1] Entrada Office Project			3,442	442	09	502	79	383	462
11924 Valentington Bouleward   March Led by and 3 doveling units in LA, Oly.   150	2	Residential	4025 Grand View Boulevard		209	3	13	16	13	9	19
1719/27/Webrington Bouleward   Miscel-Use Project Wind 2016   2016   2017   2	8	Commercial/Residential	11924-11960 Washington Boulevard	Mixed Use with 13,000 s.f. Commercial, 48 dwelling units in Culver City and 49 dwelling units in L.A. City, tandem parking	2,514	38	28	96	119	105	224
17211.12718 Washington Boulevard   New 4-star Vineda Lead Luin Abartment and 33,464 st.   1,406   12   13   14   15   15   15   15   15   15   15	4	Mixed-Use Project	11957 Washington Boulevard		1,587	25	25	20	89	89	136
1735   Weakington Pilace   New Retail with 6.294 & 1 and 25 parking spaces, 1,126   15   17   20   4.65   2000 & Berthoven Street   Mixed-ber 156-Unit Apartment and 33,484 & 1, 14.46   62   70   132   102   102   103   1	2	Residential/Commercial	12712-12718 Washington Boulevard	New 4-story mixed-use building with 5 units (11,516 s.f. Residential), 3,414 s.f. retail, plus subterranean parking	785	12	10	22	32	33	65
500.0   Debetoven Street	9	Commercial	11281 Washington Place	New Retail with 6,294 s.f. and 25 parking spaces.	1,125	18	11	59	45	49	98
138 Culver Boulevard	7	Marina Island Mixed-Use: Apartment & Office	5000 S. Beethoven Street	Mixed-Use: 156-Unit Apartment and 33,484 s.f.	1,406	62	70	132	102	101	203
The control of the	∞	Mixed-use condominium and retail	138 Culver Boulevard	Office. Mixed-use with 72-unit condominium, 13,000 s.f.	984	26	8	09	09	22	115
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	c	Million I Lon. A non-deposit Million (Million Month on the Control	0.000 P. C.	Norman Space & 1,500 s.f. restaurant.	500	9	Š	71	9	o c	CO
Action Community Composed   State of the Lagrantens   State of the L	D .	Mixed-Use: Apartment, Mini-Warenouse & Office	4040 S. Del Rey Avenue	New 195-Unit Apartment; 15,000 sf Office & 80,000 sf. Mini-Warehouse (Option 1) or 235-Unit Apartment & 15,000 s.f. Office (Option 2 Preferred).		91	ر ا	74	36	97	79
Action	10	Apartment	4090 S. Del Rey Avenue	51 d.u. apartments	339	2	21	26	23	13	36
Action	1,	Apartment	4100 S. Del Rey Avenue	77 d.u. apartments	512	∞ 8	31	38	35	19	Z 2
1377 W. Jefferson Boulevard	12	Mixed-Use: Condominium & Office	4210 S. Del Rey Avenue	Proposed 136 Condominium Units & 20,000 s.f. Commercial Office.	627	29	42	F	44	41	82
Commercial Office Expansion (1977)   Fig. 24   December of the Asid St. Income Boulevard   Constitution Related   11   Section Boulevard   Related   11   Section Boulevard   Related   12   Section Boulevard   Related   12   Section Boulevard   Related   12   Section Boulevard   Related   12   Section Boulevard   Related   13   Section Boulevard   Related   14   Section Boulevard   15	13	Mixed-Use: Apartment & Office	4140 S. Glencoe Avenue	67 d.u. apartments & 3,211 s.f. of office use	481	11	28	39	33	23	26
Consumeration   Assas St. Lincon Boulevard   Consumence   Consument   Consum	14	Office	12777 W. Jefferson Boulevard	Commercial Office Expansion (49,950 s.f.).	550	89	6	77	17	83	100
Standards Automorphy   Standards   Stand	15	Mixed-Use: Condominium & Retail	4363 S. Lincoln Boulevard	Consultation: proposed 10-Story, 80 Condominium Units & 15,100 s.f. Supermarket.	989	11	87.	38	42	56	89
Table   Tabl	16	Coffee Shop without Drive Through	8400 S. Lincoln Boulevard	Starbucks Coffee Shop (without Drive Through) within Shopping Center (1522 s.f. In + 150 s.f. Out)		66	98	194	31	30	61
Table   Tabl	17	OTIS College of Arts & Design	9045 S. Lincoln Boulevard	Relocation & Consolidation of existing OTIS College Campus students, faculty & staff	48	4	-	2	3	3	9
Table Wilson Wearchester Avenue   122-uin quarment in-lieu of 24,000 st. retails space of   887   13   52   65   57	18	LMU Master Plan	1 LMU Drive	Increase enrollment capacity to 7,800 students.		146	30	176	129	128	257
The Villa Marcel Lace	19	Apartment	7280 W Manchester Avenue	126-unit apartment in-lieu of 24,000 s.f. retail space of the previously approved/entitled Decron mixed-use development.	u_	13	52	92	22	31	88
The continuity of the contin	20	Mixed-Use: residential & retail	13488 W. Maxella Avenue	The Villa Marina Mixed-Use: 244 Condominium Units and 9,000 s.f. Refail		11	\$	92	73	10	83
Accord   A	21	Mixed-Use: Apartment & Automotive Dealership	5748 S. Mesmer Avenue	New 400-Unit Apartment & 250,000 s.f. Automotive Dealershin (Most I & Horman) - 5 Auto Dealers	8,866	350	243	593	475	581	1056
San Thatcher Avenue	22	Mixed-Use: Condominium & Office	4091 S. Redwood Avenue	67 d.u. condomining 8, 7,55s.f. commercial office building with 141 parking spaces	391	4	21	25	29	22	51
1020 W. Venice Boulevard   September   S	23	LADPW Maintenance Yard	3233 Thatcher Avenue	Improve/expansion of the existing LADPW maintenance yard plus addition of 30 new employees to site.	100	12	2	41	2	12	41
1020 W. Venice Boulevard   Proposed House of Pies Sit-Down Restaurant land   396   17   16   33   20	24	Residential & Retail	580 Venice Boulevard	(Preliminary) 5-unit residential plus 5,700 s.f. retail	1,084	17	12	59	45	47	95
See   13    Boulevard bf. Lincoln   New 567-Student Elementary School (K-5) Immersive   r/a   286   224   510   153     See   13    Boulevard bf. Lincoln   Boulevard and Centinela Avenue   25,000 sf. of retail use and 65,000 s.f. of office use,   28,257   2,464   1,328   3,792   1,541     Boulevard and Centinela Avenue   25,000 sf. of retail use and 65,000 s.f. of office use,   1,456   198   1,654   259     Solution   Solut	25	Restaurant	1020 W. Venice Boulevard	Proposed House of Pies Sit-Down Restaurant land use (3.895 s.f.).	396	17	16	33	20	13	33
Seri   3   Jefferson Boulevard bft Lincoln   Includes 3,246 du., 1,570,000 s.f. of office use,   28,257   2,464   1,328   3,792   1,541     Boulevard and Centinela Avenue   25,000 s.f. of retail use and 65,000 s.f. of romunity   28,257   2,464   1,328   3,792   1,541     Boulevard and Centinela Avenue   25,000 s.f. of retail use and 65,000 s.f. of office use   1,456   198   1,654   259     Drive   Support and 572,050 s.f. of office use   1,20,900 s.f. of office use   1,20,900 s.f. of office use   1,456   198   1,654   259     Support and 572,050 s.f. of office use   1,20,900 s.f. office use   1	56	LAUSD Elementary School	2224 S. Walgrove Avenue	New 567-Student Elementary School (K-5) Immersive Mandarin Language program.		286	224	510	153	187	340
th Spruce Goose) [3] Campus Center Drive/Bluff Creek includes 1,129,900 s.f of production and staging r/a 1,456 198 1,654 259  Drive Support and 572,050 s.f. of office use, 150,000 24,220 577 1,049 1,626 1,275  Solution	27	Playa Vista Phase I [3]	Jefferson Boulevard b/t Lincoln Boulevard and Centinela Avenue	Includes 3,246 d.u., 1,570,000 s.f. of office use, 25,000 s.f. of retail use and 65,000 s.f. of community serving use	28,257	2,464	1,328	3,792	1,541	2,462	4,003
Independent   Second   Secon	28	Playa Vista Plant Site (Spruce Goose) [3]	Campus Center Drive/Bluff Creek Drive	Includes 1,129,900 s.f of production and staging support and 572,050 s.f. of office use.	n/a	1,456	198	1,654	259	1,267	1,526
Project [5]   Westchester Parkway bit Pershing   2.32 million sf. of development including office.   23,635   1,584   425   2,009   758	59	The Village at Playa Vista (Phase II) [4]	s/o Jefferson Boulevard/Westlawn Avenue	include 2,600 d.u., 175,000 s.f. of office use, 150,000 s.f. of retail use, and 40,000 s.f. of community serving uses.		277	1,049	1,626	1,275	1,027	2,302
Local Coastal Plan [6]         Marina del Rey         Development contained within Local Coastal Plan         34,098         622         1,707         1378           RELATED PROJECTS TRIP GENERATION TOTAL         142,959         8,436         5,336         13,772         6,976	30	LAX Northside Project [5]	Westchester Parkway b/t Pershing Drive and Sepulveda Boulevard	2.32 million s.f. of development including office, research & development, community/civic uses, recreation and open space.	23,635	1,584	425	2,009	758	1,785	2,543
RELATED PROJECTS TRIP GENERATION TOTAL 142,959 8,436 5,336 13,772 6,976	Count 31	y of Los Angeles  Marina Del Rey Local Coastal Plan [6]	Marina del Rey	within Local Coastal	34,098	622	1,085	1,707	1378	1,125	2,503
142,939 8,430 3,330 13,772 6,970				**************************************	4000	400	000	1	010	101	101
				RELATED PROJECTS TRIP GENERATION FOLAL	142,959	8,436	5,336	13,772	6,976	9,761	16,737

Source: Related projects obtained Culver City Planning Division - Active Projects List April 2014. Trip generation estimates based on Trip Generation Manual, 9th Edition, ITE 2012.
 Source: Los Angeles Department of Transportation, June 2015. List of related projects and their trip generation totals provided by LADOT, unless noted otherwise. Trip directionality (in%/out%) based on Trip Generation Manual, 9th Edition, ITE 2012.
 Trip generation from Playa Vista Traiffic Impact Assessment Culver City Agreement-Third Amendment, Kalu Associates, May 2002.
 Trip generation from Transportation Plan, Rail associates, Lisson Transportation Sould for the LAX Northside and Plan Upodes. Gisson Transportation Consulting, Inc., May 2014.
 Trip generation from Traiffic Study for the LAX Northside and Program Amendment, Raju Associates, Inc., April 2016.



RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES

CUMULATIVE (2023) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES FIGURE 12



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# V. TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Existing (2015) and Future Year (2023) Cumulative conditions without and with the Project were analyzed utilizing the methodologies and assumptions per the City of Los Angeles traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the existing and existing plus project; and cumulative base and cumulative plus project conditions to determine the incremental difference in V/C ratios caused by the proposed project. These values provide the information needed to assess the potential impact of the project using significance criteria established by the City of Los Angeles.

#### SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Los Angeles Department of Transportation has established threshold criteria that determine if a project has a significant traffic impact at a specific signalized intersection. According to the criteria provided by the City of Los Angeles, a project impact is considered significant if the following conditions are met:

	ction Condition roject Traffic	Project-Related Increase in V/C Ratio
<u>LOS</u>	V/C Ratio	
C D	0.701 - 0.800 0.801 - 0.900	equal to or greater than 0.040 equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at a signalized intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. However, if the intersection is operating at a LOS E or

F after the addition of project traffic and the incremental change in V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

#### **EXISTING (2015) PLUS PROJECT TRAFFIC CONDITIONS**

The Existing (2015) plus Project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 5 presents the results of the Existing (2015) plus Project traffic analysis. As indicated in the table, all 18 of the study intersections are projected to continue to operate at LOS D or better during both the morning and evening peak hours. Traffic generated by the Project would not change the intersection levels of service from existing conditions.

Capacity calculation worksheets for Existing (2015) plus Project conditions are attached in Appendix D of the report.

# **CUMULATIVE (2023) BASE TRAFFIC CONDITIONS**

The Cumulative (2023) Base without proposed project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 5 presents the results of the Year 2023 Cumulative Base (without project) traffic analysis. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Nicholson Street/Culver Boulevard: PM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

Capacity calculation worksheets for Cumulative (2023) Base conditions are attached in Appendix E of the report.

TABLE 5 SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

		Peak	Existing (2015) Conditions	1 (2015) itions	Existing (2015) plus Project Conditions	015) plus	Project Increase	Significant Project	Cumulative (2023) Base Conditions	e (2023) Iditions	Cumulative (2023) plus Project Conditions	(2023) plus anditions	Project Increase	Significant Project
Š.	. Intersection	Hour	N/C	SOT	N/C	SOT	in V/C	Impact	N/C	SOT	N/C	SOT	in V/C	Impact
<del>.</del>	. Admiralty Way & Bali Way	AM PM	0.616	<b>m m</b>	0.616	<b>m m</b>	0.000	22	0.656	а а	0.656	ш ш	0.000	2 2 2 2
2.	Admiralty Way & Mindanao Way	AM M	0.667	B 4	0.667	ВΑ	0.001	0 S	0.709	OB	0.709	υm	0.001	2 Z
<sub>6</sub> .	. Admiratty Way & Fiji Way	A M	0.451	∢ ∢	0.452	∢ ∢	0.001	22	0.485	∢ ∢	0.486	∢ ∢	0.001	9 °2
4.	. Lincoln Boulevard & Washington Boulevard	A M	0.837	٥٥	0.838	٥٥	0.001	22	0.937	ВΟ	0.938	ВΟ	0.001	° °
5.	. Lincoln Boulevard & Marina (SR-90) Expressway [1]	A M	0.717	OВ	0.717	OB	0.000	8 g	0.793	υυ	0.793	υυ	0.000	2 2 2
6.	. Lincoln Boulevard & Bali Way	P AM	0.509	∢ ∢	0.509	∢ ∢	0.000	22	0.585	<b>∀</b> B	0.585	<b>∀</b> Ø	0.000	0 0 Z Z
7.	. Lincoln Boulevard & Mindanao Way	A M	0.710	00	0.710	00	0.000	22	0.787	00	0.787	00	0.001	22
89	. Lincoln Boulevard & Fiji Way	A M	0.628	<b>в</b> О	0.631	<b>в</b> 0	0.002	22	0.711	00	0.712	00	0.001	22
о́	. Lincoln Boulevard & Culver Loop	A M	0.805	۵ ۷	0.806	□ ∢	0.001	22	0.877	О В	0.877	В	0.000	0 0 Z Z
10.	. Lincoln Boulevard & Jefferson Boulevard	AM M	0.840	В	0.841	В	0.001	22	0.937	ВΟ	0.937	ВΟ	0.000	% %
11.	. Lincoln Boulevard & Bluff Creek Drive	AM PM	0.544	4 4	0.545	4 4	0.001	8 g	0.697	ВΑ	0.697	ъ В	0.000	0 0 2 2
12.	Nicholson Street & Culver Boulevard	AM M	0.652	ш О	0.652	В	0.000	8 g	0.732	ОШ	0.733	ОШ	0.001	0 0 2
13.	. Jefferson Boulevard & Culver Boulevard	AM M	0.727	00	0.727	00	0.000	22	0.815 0.987	ОШ	0.816	ОШ	0.000	% %
4.	. Culver Boulevard & SR-90 Eastbound Ramps	A M	0.436	∢ ∢	0.436	۷ ۷	0.000	8 g	0.479	∢ ∢	0.479	∢ ∢	0.000	o o
15.	. Culver Boulevard & SR-90 Westbound Ramps	AM M	0.798	00	0.798	00	0.000	8 g	0.866	ОШ	0.866	ОШ	0.000	0 0 2
16.	. Mindanao Way & Marina (SR-90) Expressway Eastbound	AM M	0.756	00	0.757	00	0.001	2 2 2	0.827	۵۵	0.827	٥٥	0.000	9 <u>9</u>
17.	. Mindanao Way & Marina (SR-90) Expressway Westbound	AM M	0.572	۷ ۷	0.572	∢ ∢	0.000	8 g	0.624	а а	0.625 0.636	вв	0.001	0 0 Z Z
18.	. Vista del MarNista del Mar Lane & Culiver Boulevard	AM PM	0.782	C	0.783	C	0.001	N 0	0.878	C	0.879	C	0.001	N N
1177		a the earlier												

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location. V/C - Volume to Capacity Ratto LOS - Level of Service

# **CUMULATIVE (2023) PLUS PROJECT TRAFFIC CONDITIONS**

The Cumulative (2023) Plus Project peak hour traffic volumes were analyzed to determine the V/C ratio and corresponding level of service at each of the analyzed intersections. The results of this analysis are also summarized on Table 5. Table 5 indicates that traffic generated by the Project would not change the intersection levels of service from cumulative base conditions at the study intersections during both the morning and evening peak hours.

Capacity calculation worksheets for Cumulative (2023) plus Project conditions are attached in Appendix F of the report.

#### PROJECT IMPACTS

Using the specified significant impact criteria, the traffic impacts at the 18 analysis locations were determined. Table 5 identifies the individual impacts during both AM and PM peak hours at each of the analysis locations. It can be observed that the Proposed Project does not cause significant impacts at any of the analyzed intersections under both existing and future conditions. Therefore, no project-specific mitigation measures would be required.

#### VI. CONSTRUCTION IMPACT ANALYSIS

This chapter presents the analysis and evaluation of the effects of the construction-related activities associated with the various components of the Proposed Project on the vehicular, parking, and pedestrian access/circulation system in the vicinity of the Project. The construction traffic analysis for this study uses a methodology that is consistent with the City of Los Angeles *Traffic Study Guidelines*. The scope and geographic coverage as well as the key assumptions and parameters for this study are consistent with projects of this nature.

Analysis of construction traffic impacts has been performed as part of this study. This analysis includes identification of changes to operations on-site, period of construction, estimation of construction traffic volumes, assessment of traffic conditions during construction resulting from construction related traffic and identification of adverse potential construction traffic impacts. These construction impacts would be temporary in nature and would not occur after completion of construction.

Construction activity related traffic includes construction trucks and construction worker trips. The magnitude of construction traffic depends upon the various construction elements, their duration, potential overlap and potential intensity of activity. A brief discussion of each of these follows.

#### **CONSTRUCTION ACTIVITIES**

Construction of the Proposed Project would be accomplished over an approximately six-year period, scheduled to commence in 2017 and completed in 2023. During this period, it is anticipated that all construction activity would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction of water control structures (storm drains) across Culver Boulevard and Jefferson Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks. The Proposed Project (Alternative 1) would be implemented in two phases. The overall construction schedule is shown in Table 6. Within each phase, restoration construction activities would be sequenced as shown in Table 6.

# TABLE 6 CONSTRUCTION SCHEDULE AND SEQUENCES

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
		PHASE 1		1/0/0017		
2	B B	Area "B" Southeast Gas Lines Area "B" South Enhancement	1a. Remove and relocate existing gas line 2a. Create swale (10,000 CY wet cut)	1/2/2017 1/2/2017	20 40	8 26
			3a. Remove existing inactive gas line	1/2/2017	10	8
3	Α	Area "A' Gas Line Removal	3b. Cut and cap gas line at Fiji Way	1/2/2017	1	8
4	A 0 D	Dedestries (Dile Deides	4a. Construct temporary & portion of final re-routed trail to existing trail	4/17/2017	40	15
4	A & B	Pedestrian/Bike Bridge	4b. Construct new pedestrian/bike bridge over Ballona Creek 4c. Reroute Ballona Creek Bike Trail under Culver Blvd Bridge	1/2/2017 7/4/2017	130 5	50 15
-	400	Lincoln Daiden				
5	A & C	Lincoln Bridge	5a. Build Lincoln Bridge next to Culver Bridge to connect Area A to Area C North	7/4/2017	65	30
6	Α	Clear, Grub, and Stockpile Area "A"	6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017 7/4/2017	10 20	35 35
U	A	clear, Grub, and Stockpile Area A	6b. Remove trash 6c. Stockpile	7/4/2017	20	35
			7a. Remove 36" concrete pipe near center of Area A	7/4/2017	5	8
7	Α	Excavate Area "A"	7b. Excavate old fill from Area A (1,134,200 CY wet cut and 54,400 dry cut)	7/4/2017	555	80
			7c. Dig below (over excavate) future levees (25,200 CY dry cut)  8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017 7/4/2017	5 35	80 90
8	Α	Area "A' Construct North Levee	8b. Protect Del Ray 13, 14, 15, 17, and 19	1/2/2017	n/a	-
	В&		9a. Drill new well at SoCal Gas Plant to replace Del Ray 12	1/2/2017	50	70
9	Property 1	Area "B" North Gas Line Relocation & Well Abandonment	9b. Abandon and plug Del Ray 12	4/3/2017	90	17
			9c. Remove/relocate existing pipelines  10a. Remove vegetation from Area B North and interim levee (25,000 CY wet	7/4/2017	10	8
10	В	Area "B" North Clear & Grub	cut)	7/4/2017	10	35
			10b. Remove trash	7/4/2017	50	35
11	В	Area "B" North Over-Excavate and Stockpile	11a. Excavate Area B North (56,700 CY wet cut)	7/4/2017	25	80
			11b. Dig below (over excavate) future levees (11,400k CY wet cut) 12a. Construct Area B levees (452,800 CY fill = total import from Area A =	7/4/2017	5	80
12	В	Construct Area "B" Levee	566,000 CY)	8/14/2017	165	90
13	В	Clear, Grub, and Stockpile Area "B" East	13a. Remove vegetation in Area B East (4,600 CY wet cut)	2/5/2018	5	26
13		Sicar, Grab, and Stockplic Area B Last	13b. Stockpile and prepare for fill	2/5/2018	5	35
14	В	Area "B" East Stockpile Grading	14a. Grade Area B east and import from Area A (80,000 CY import from Area A)	2/12/2018	25	80
			15a. Protect baseball fields and structures.	1/2/2017	n/a	-
15	С	Clear & Grub Area "C" North & South	15b. Clear vegetation from Area C North (56,000 CY dry cut) & South (15,000 CY	4/2/2018	10	35
13		Cicar a Grab Area C North a South	dry cut)			
			15c. Re-align and replace Marina ditch (45,000 CY wet cut)	4/23/2018 5/21/2018	15 75	80 80
16	A & C	Area "A" Grading and Export to Area "C" North & South	16a. Excavate Area A and export to C South (300,000 CY total) 16b. Excavate Area A and export to C North (720,000 CY ultimate total; 420,000			
			CY to C North)	9/3/2018	110	80
17	С	Finish Grading for Uplands Area "C" South	17a. Finish grading Area C South	6/3/2019	15	10
		The state of the s	17b. Re-establish upland vegetation 18a. Install culverts under Culver/Jefferson Blvd, Gas Co Rd, and FWM berm;	6/24/2019	5	16
	_		modify existing culvert under west end of Culver Blvd.	1/7/2019	130	26
18	В	Area "B" New and Reconstructed Culverts	18b. Remove existing FWM pipes and outlets	7/8/2019	15	26
			18c. Construct new FWM outlet and spillway	7/29/2019	40	26
19	A & B	Area "A" and Area "B" North Excavate and Breach Existing Levees	19a. Excavate Ballona Creek Channel in Areas A and B North (277,800 CY cut)	4/15/2019	130	80
		Levees	20a. Install temporary pipe	4/15/2019	10	8
20	A & B	Area "A" and Area "B" North Block and Fill Existing Channels	20b. Temporary block then fill existing Ballona Creek (269,100 CY fill from Seq	4/15/2019	60	80
			19)	., -0, -0-0		
21	A & B	Area "A" and Area "B" North Remove Existing Levees	21a. Remove old Ballona Creek levee (424,400CY) and excavate new channel	7/8/2019	120	80
	, AGB	A did Area B North Nemove Existing sevees	meanders - Export to Area C North, quantities included in Sequence 16, ultimate.	77072013	120	00
22	В	Area "B" West Fire Access Road	22a. Construct maintenance and fire road in Area B West	10/14/2019	20	15
	_		22b. Reconstruct Area B parking lot	10/14/2019	20	15
23	A & B	Bike Path, Pedestrian Walkway and Amenities	23a. Construct bike and ped trails on levees 23b. Construct County Parking Structure Foundation	10/14/2019 10/14/2019	65 60	15 24
		,	23c. Construct County Parking Structure	10/14/2019	120	40
24	Α	Export	24a. Export final excess dirt quantity (Assume up to 110,000 CY)	10/14/2019	35	2
		PHASE 2 Area A Gas Well Removal and Restoration				
	Α Ο		25a. Drill new well at SoCal Gas Plant to replace Del Ray 19	1/2/2017	50	70
25	A & Property 1	Gas Well Abandonment	25b. Abandon and plug Del Ray 13, 14, 15, 17, 18, and 19	3/13/2017	225	17
26		Area A around Wolle Class & Cruib	25c. Remove existing gas lines serving removed wells 26a. Remove vegetation around wells (2,000 CY)	1/22/2018	10	8 26
26 27	A A	Area A around Wells Clear & Grub  Area A around Wells Grading and Export to West Area B	27a. Excavate Area A and Export to West Area B (208,000 CY)	1/22/2018 1/22/2018	5 5	26 80
28	A	Finish Grading For Uplands	28a. Finish grading around wells	2/12/2018	10	26
20	_ ^	0 1	28b. Re-establish upland vegetation	2/26/2018	5	16
	l	Area B wells	29a. Drill new well at SoCal Gas Plant to replace Del Rey 9 and Vidor 18	1/2/2017	50	70
	Ì	Area B Abandon Wells	29b. Abandon and plug Vidor 1, 2, 3, 5, 14, 18 and Del Rey 4, 5, 9, 11	3/13/2017	225	17
29	В			11/13/2017	10	8
			29c. Remove existing pipelines			
29 30	B B	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	26
		Area B around Wells Clear & Grub Finish Grading For Uplands	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells	11/27/2017 12/4/2017	5 10	26
30	В		30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	
30	В	Finish Grading For Uplands	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells 31b. Re-establish upland vegetation 32a. Remove vegetation in Area B West (76,000 CY)	11/27/2017 12/4/2017 12/18/2017 4/17/2023	5 10 5	26 16 35
30 31	B B	Finish Grading For Uplands  Area B West	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells 31b. Re-establish upland vegetation  32a. Remove vegetation in Area B West (76,000 CY) 33a. Install temporary flexible storm drain	11/27/2017 12/4/2017 12/18/2017 4/17/2023 5/1/2023	5 10 5 10 10	26 16 35 26
30 31	B B	Finish Grading For Uplands  Area B West  Area "B" West Clear & Grub	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells 31b. Re-establish upland vegetation 32a. Remove vegetation in Area B West (76,000 CY)	11/27/2017 12/4/2017 12/18/2017 4/17/2023	5 10 5	26 16 35
30 31 32	B B	Finish Grading For Uplands  Area B West	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells 31b. Re-establish upland vegetation  32a. Remove vegetation in Area B West (76,000 CY) 33a. Install temporary flexible storm drain 33b. Dig below (over excavate) levees (10,800k CY wet cut)	11/27/2017 12/4/2017 12/18/2017 4/17/2023 5/1/2023	5 10 5 10 10	26 16 35 26
30 31 32	B B	Finish Grading For Uplands  Area B West  Area "B" West Clear & Grub	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells 31b. Re-establish upland vegetation  32a. Remove vegetation in Area B West (76,000 CY) 33a. Install temporary flexible storm drain 33b. Dig below (over excavate) levees (10,800k CY wet cut) 33c. Grade Area B West channels, construct salt pan berm, and construct levee with import from stockpile from Area B North and East at 248,000 CY (31,200 + 216,800 CY (291,800 less 49,000 and 26,000))	11/27/2017 12/4/2017 12/18/2017 12/18/2017 4/17/2023 5/1/2023 5/1/2023	5 10 5 10 10 10	26 16 35 26 90
30 31 32	B B	Finish Grading For Uplands  Area B West  Area "B" West Clear & Grub	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells 31b. Re-establish upland vegetation  32a. Remove vegetation in Area B West (76,000 CY) 33a. Install temporary flexible storm drain 33b. Dig below (over excavate) levees (10,800k CY wet cut) 33c. Grade Area B West channels, construct salt pan berm, and construct levee with import from stockpile from Area B North and East at 248,000 CY (31,200 + 216,800 CY (291,800 less 49,000 and 26,000)) 34a. Breach existing levee in Area B West and place in Stability berms (75,000 CY	11/27/2017 12/4/2017 12/18/2017 12/18/2017 4/17/2023 5/1/2023 5/1/2023	5 10 5 10 10 10	26 16 35 26 90
30 31 32 33	B B B B	Finish Grading For Uplands  Area B West  Area "B" West Clear & Grub  Area "B" West Grading and Levee Extention  Area "B" West Excavate and Breach Existing Levees	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells 31b. Re-establish upland vegetation  32a. Remove vegetation in Area B West (76,000 CY) 33a. Install temporary flexible storm drain 33b. Dig below (over excavate) levees (10,800k CY wet cut) 33c. Grade Area B West channels, construct salt pan berm, and construct levee with import from stockpile from Area B North and East at 248,000 CY (31,200 + 216,800 CY (291,800 less 49,000 and 26,000)) 34a. Breach existing levee in Area B West and place in Stability berms (75,000 CY wet = 26,000 + 49,000)	11/27/2017 12/4/2017 12/18/2017 4/17/2023 5/1/2023 5/1/2023 5/15/2023 4/15/2023	5 10 5 10 10 10 10 75	26 16 35 26 90 90
30 31 32 33	B B B	Finish Grading For Uplands  Area B West  Area "B" West Clear & Grub  Area "B" West Grading and Levee Extention	30a. Remove vegetation around wells (2,000 CY) 31a. Finish grading around wells 31b. Re-establish upland vegetation  32a. Remove vegetation in Area B West (76,000 CY) 33a. Install temporary flexible storm drain 33b. Dig below (over excavate) levees (10,800k CY wet cut) 33c. Grade Area B West channels, construct salt pan berm, and construct levee with import from stockpile from Area B North and East at 248,000 CY (31,200 + 216,800 CY (291,800 less 49,000 and 26,000)) 34a. Breach existing levee in Area B West and place in Stability berms (75,000 CY	11/27/2017 12/4/2017 12/18/2017 4/17/2023 5/1/2023 5/1/2023 5/15/2023	5 10 5 10 10 10 10	26 16 35 26 90

Sources: Psomas, June 2015

In Phase 1, Area A site preparation would occur, including utility relocation, construction of bridges across Ballona Creek and Lincoln Boulevard for soil transport, and clearing and grubbing. Then soil would be excavated and used to build the Area A perimeter levee. Site preparation of North Area B would occur, including utility relocation, clearing and grubbing, and over-excavation along the levee alignment. Soil excavated from Area A would be transported to Area B and used to construct the Culver Boulevard levee and the interim levee. North Area C and South Area C would be cleared and grubbed and additional soil excavated from Area A would be transported to these areas and placed and graded to form new upland areas. Soil for levee construction in Phase 2 would be stockpiled within the Culver and interim levees and East Area B.

For the South/Southeast Area B wetland enhancement, water control structures would be installed and modified, and wetland enhancements, including channel excavation, berm construction, and invasive plant removal, would be completed.

Once the new levees are in place, the channel meanders would be constructed. The new channel meanders would be excavated behind the existing levees, the existing levees would be breached to connect the new meanders to the existing Ballona Creek channel, and the existing Ballona Creek channel segments between the meander bends then would be blocked and filled. This sequence would maintain an open Ballona Creek channel throughout the construction process. The existing levee then would be removed.

Finally, the public access features, including new bicycle and pedestrian paths and the West Area B fire access road and storm water drainage improvements would be completed. The proposed parking structure across from Fisherman's Village along Fiji Way and parking improvements in the West Culver Parking Lot are included in Phase 1, although the availability of funding may affect the actual timing of construction.

In Phase 2, clearing and grubbing would occur along the alignment of the new West Area B levee and salt pan berm. The West Area B levee and salt pan berm would be constructed using the fill stockpiled in the Culver and interim levees and East Area B. A water control structure would be installed to connect the existing channel from West Area B to behind the dunes. A new water control structure would be installed in the levee, and Culver Boulevard would be extended to reach under the West Area B levee. Tidal channels would be excavated in West Area B. The

interim and south Ballona Creek levees would be lowered, re-graded into the upland peninsula and salt pan berm, and breached. Re-vegetation would occur on the levees, berm, peninsula, and East Area B.

From a traffic perspective, based on the construction schedule shown in Table 6, it is anticipated that the greatest amount of construction-related peak hour trips would be generated during Phase 1 in Year 2019 and includes the following overlapping construction sequences:

- Excavate Area "A"
  - Excavate old fill from Area A (1,134,200 cubic yards wet cut and 54,400 cubic yards dry cut)
- Area A and Area B North Excavate and Breach Existing Levees
  - Excavate Ballona Creek Channel in Areas A and B North (277,800 cubic yards cut)
- Area A and Area B North Block and Fill Existing Channels
  - Install temporary pipe
  - o Temporary block then fill existing Ballona Creek (269,100 cubic yards fill)
- Area A and Area B North Remove Existing Levees
  - Remove old Ballona Creek levee (424,400 cubic yards) and excavate new channel meanders - Export to Area C North.
- Area B West Fire Access Road
  - o Construct maintenance and fire road in Area B West
  - Reconstruct Area B parking lot
- Bike Path, Pedestrian Walkway and Amenities
  - Construct bike and ped trails on levees
  - Construct County Parking Structure Foundation
  - Construct County Parking Structure
- Off-Site Export
  - Export final excess dirt quantity (up to 110,000 cubic yards)

A brief general description of the earthwork and soil transport is included below. The associated construction related peak hour trips and their effects are discussed further in the next section of this study.

# **Earthwork and Soil Transport**

Much of the Project's earthwork would be accomplished by traditional land-based equipment (e.g., scrapers). Wetland restoration construction also would require some special equipment and construction methods, as high groundwater and weak soils can preclude use of traditional land equipment. Specialized equipment and construction methods may be needed.

The Proposed Project would install permanent bridge crossings across Ballona Creek and across Lincoln Boulevard for pedestrian and bicycle trail crossings. These bridges would be used for transporting soil from Area A to Area B and North Area C during construction. Additional methods for transporting soil between Areas A, B, and C could be used to cross Ballona Creek, including a temporary floating crossing or a ford (e.g., temporary fill in the Ballona Creek channels with buried culverts to maintain conveyance). An additional option for transporting soil from Area A to North Area C could include a conveyor system through the existing drainage culvert under Lincoln Boulevard at Fiji Ditch. To transport soil to/from East Area B (i.e., to East Area B in Phase 1 to North Area B in Phase 2), a temporary bridge would be installed over Culver Boulevard between North and East Area B, or trucks/scrapers would travel on existing roads with traffic controls (e.g., directly crossing Culver Boulevard between North and East Area B, or traveling on Lincoln Boulevard from Area A to East Area B, returning on Jefferson Boulevard, Lincoln Boulevard, and Fiji Way).

# Off-Site Soil Export

Up to approximately 110,000 cubic yards of excavated soil could be exported from the site. There are three options for off-site soil export and disposal:

- Export via trucks with disposal at local landfills, the most likely of which could include Scholl Canyon Landfill in the City of Glendale, Calabasas Sanitary Landfill in the City of Agoura, and/or the Lancaster Landfill and Recycling Center in Lancaster;
- 2. Export via barge to the Port of Los Angeles or Port of Long Beach, transfer to trucks for upland disposal at local landfills; or
- 3. Export via barge to an off-shore disposal location, potentially including the Los Angeles ocean disposal site approximately 30 miles (26 nautical miles) away from the Project Site off the coast from San Pedro (LA-2) or the Newport Bay ocean disposal site approximately

55 miles (48 nautical miles) away from the Project Site off the coast from Newport Beach (LA-3), each of which is managed by the U.S. EPA.

Of these three options, Option 1 would generate the most construction related trips on the street system. Therefore, Option 1 was assumed for construction analysis to determine construction related traffic impacts.

As indicated above, it is anticipated that most construction activities would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction of water control structures (storm drains) across Culver Boulevard and Jefferson Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks.

The construction of the bridge across Lincoln Boulevard which requires off-site construction would occur for approximately three to four weeks in 2017. The gas line relocation and associated construction activities are anticipated to occur in 2017 and early 2018. The storm drain installation would occur for approximately three to four weeks per location in 2019.

## <u>Lincoln Boulevard Bridge Construction Impacts</u>

The bridge across Lincoln Boulevard would be constructed during night-time hours (11:00 PM to 5:00 AM) for a period of three to four weeks. This would require intermittent closure of Lincoln Boulevard during night-time hours over a four-week period in 2017. It is anticipated that cranes will be used to place the bridge segments and secured over the existing abutments or new abutments adjacent to and north of the Culver Boulevard bridge structure. The intermittent night-time closures of Lincoln Boulevard would allow the cranes to swing the bridge segments (structural members) over the travel lanes to place them over the existing or new abutments and secure them. Once the members are in place and secured, the roadway would be opened. Emergency access will be maintained at all times. The current number of lanes along Lincoln Boulevard would not be affected during daytime (when there is no construction activity); and after the construction is complete, there would be no change to the number of lanes along Lincoln Boulevard.

Detailed 24-hour traffic counts were conducted along Lincoln Boulevard in the vicinity of the proposed bridge during September 2015. These traffic counts are included in Appendix B. It can be observed from the counts that traffic volumes along Lincoln Boulevard between the hours of 11:00 PM and 5:00 AM ranged from 48 vehicles to 380 vehicles in each direction in any one hour. Detailed construction traffic management plan would be prepared at the time of final design and would include specific details relative to detour routes, signage, temporary traffic control and hours of construction to the satisfaction of Caltrans and LADOT.

The potential detour route during construction (night-times for approximately three to four weeks) would include re-routing northbound Lincoln Boulevard traffic through the Culver Loop ramp to Marina Freeway back to Lincoln Boulevard, as well as through Jefferson Boulevard to Centinela Avenue to Marina Freeway and then back to Lincoln Boulevard. The southbound Lincoln Boulevard traffic could also be re-routed through Marina Freeway to Culver Boulevard or Centinela Avenue and then back to Lincoln Boulevard. With the implementation of the detour routes and other construction traffic management plan elements along with restriction of construction activities to night-times (11:00 PM to 5:00 AM) only, there would be no residual construction traffic impacts due to the Lincoln Boulevard bridge construction.

Both the bridges across Ballona Creek and Lincoln Boulevard would be constructed in 2017. After construction, the movement of soil between Project Areas A, B and C would commence and occur on these bridges, reducing the need to use surface streets such as Lincoln Boulevard, Culver Boulevard and Jefferson Boulevard. After construction activities associated with the Ballona Wetlands Restoration Project are complete, these bridges would become an integral part of the bicycle and pedestrian circulation system allowing visitors to cross Ballona Creek and Lincoln Boulevard as part of the recreational trails within the Ballona Reserve.

#### Construction Traffic Impacts of Gas Line Relocation and Stormwater Drain Installation

Removal and relocation of existing gas lines in Area B as well as storm drain installation in Area B would require partial closure of lanes along Culver Boulevard. Removal and relocation of existing gas lines in Area B would occur in 2017 and would require closure of half of Culver Boulevard over a four week period. The storm drain installation in Area B would occur in 2019 and would require closure of half of Culver Boulevard over a three week period per location.

Detailed 24-hour traffic counts were conducted along Culver Boulevard west of Lincoln Boulevard during June 2015. These counts have been included in Appendix B. Based on these counts, it is recommended that the partial closure of Culver Boulevard for construction activity be between the hours of 11:00 PM to 5:00 AM when traffic along Culver Boulevard is minimal, ranging from approximately 30 vehicles to 206 vehicles in either direction during this time period. A detailed construction traffic management plan including detour routes, signage, traffic control and hours of construction would be prepared at the times of final design to the satisfaction of LADOT.

The potential detour route during construction activities associated with gas line relocation and stormwater drain installation across Culver Boulevard (night-time periods for three weeks per location) would involve re-routing eastbound/northbound Culver Boulevard to Jefferson Boulevard to Lincoln Boulevard back to Culver Boulevard. The westbound/southbound Culver Boulevard would continue to use the partially open (half-roadway) Culver Boulevard during night-times.

With the implementation of the construction traffic management plan including detour routes and night-time hours of construction, there would be no residual significant traffic impacts due to the gas line relocation and stormwater drain installation components of the Project.

It has been estimated that the greatest amount of construction-related trips including off-site trucks and construction worker trips would occur during the Phase 1 construction period in 2019. An evaluation of detailed construction traffic analysis follows:

#### CONSTRUCTION ANALYSIS STUDY SCOPE

The scope of work for this study was developed in accordance with the City of Los Angeles *Traffic Study Guidelines*. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The construction impact evaluation is directed at the analysis of potential traffic impacts produced by the construction of the Proposed Project on the street system and includes an analysis of the following scenarios:

 <u>Cumulative (2019) Base (without Project – Pre-Construction) Conditions</u> – Future traffic conditions without the Proposed Project (pre-construction) has been developed for the year 2019. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth as well as cumulative related projects, if any, in the vicinity of the study area by the year 2019. The effects of other construction projects in the area are included in this baseline scenario.

<u>Cumulative (2019) with Construction Activity Conditions</u> – The traffic expected to be generated by the construction activity associated with the Proposed Project is estimated and added to the Future Year 2019 without Project traffic forecasts. The traffic impacts of the construction of the Proposed Project on future traffic operating conditions are then identified. Mitigation measures, if required, are then identified.

For this construction traffic evaluation, the same 18 study intersections identified for analysis in the traffic study were also evaluated for construction impacts on the street system and include the following locations:

- 1. Admiralty Way and Bali Way
- 2. Admiralty Way and Mindanao Way
- 3. Admiralty Way and Fiji Way
- 4. Lincoln Boulevard and Washington Boulevard
- 5. Lincoln Boulevard and Marina (SR-90) Expressway
- 6. Lincoln Boulevard and Bali Way
- 7. Lincoln Boulevard and Mindanao Way
- 8. Lincoln Boulevard and Fiji Way
- 9. Lincoln Boulevard and Culver Boulevard Ramps
- 10. Lincoln Boulevard and Jefferson Boulevard
- 11. Lincoln Boulevard and Bluff Creek Drive
- 12. Nicholson Street and Culver Boulevard
- 13. Culver Boulevard and Jefferson Boulevard
- 14. Culver Boulevard and Marina (SR-90) Freeway Eastbound Ramps
- 15. Culver Boulevard and Marina (SR-90) Freeway Westbound Ramps
- 16. Mindanao Way and Marina (SR-90) Expressway Eastbound
- 17. Mindanao Way and Marina (SR-90) Expressway Westbound
- 18. Vista del Mar/Vista del Mar Lane & Culver Boulevard

#### **CUMULATIVE (2019) BASE (PRE-CONSTRUCTION) TRAFFIC VOLUMES**

The Future Cumulative Base (Year 2019 without project – pre-construction) traffic projections were developed in a similar manner as described for the Cumulative (2023) Base traffic projections in Chapter III.

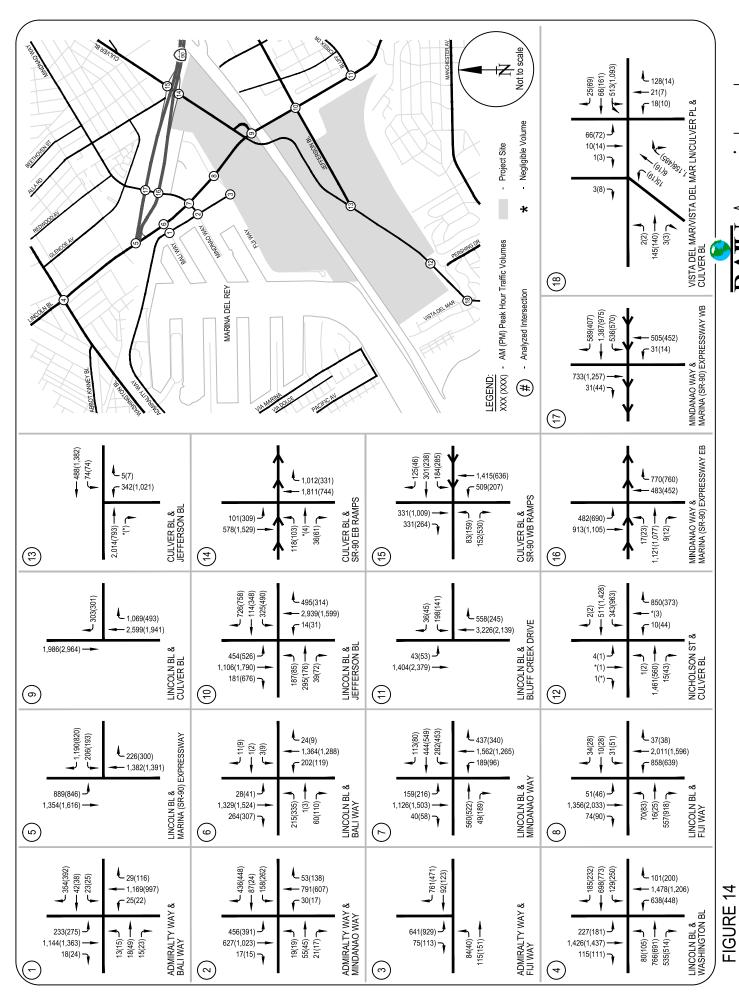
Utilizing the traffic growth observed in City of Los Angeles' Travel Demand Forecasting Model, the traffic in the vicinity of the study area was estimated to increase at a rate of about 0.57% per year during the morning peak hour and 0.64% per year during the evening peak hour. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed date of 2019, the Existing 2015 traffic volumes were adjusted upward by a factor of 2.28% during the morning peak hour and 2.56% during the evening peak hour to reflect this area-wide regional growth. The resulting Existing plus Ambient Growth (2019) traffic volumes are illustrated in Figure 14.

These related projects' traffic estimates, developed in Chapter III and shown in Figure 11, were added to the Existing plus Ambient Growth (2019) traffic volumes to obtain the Cumulative Base (Year 2019 pre-construction) traffic volumes during both AM and PM peak hours. The traffic volumes presented in Figure 15 represent the Future Cumulative Base (Year 2019 pre-construction) conditions.

#### PROJECT CONSTRUCTION TRIPS

Construction of the Proposed Project would be accomplished over a six-year period scheduled to commence in 2017 and completed in 2023. Based on the construction schedule shown in Table 6, the heaviest or most intense construction phase for the Proposed Project would occur during Phase 1 in Year 2019. During this period, multiple construction activities would overlap with one another including off-site soil export. Table 7 summarizes the construction sequence/activity and the number of workers of each sequence for this peak construction period. As indicated in the table, a total of approximately 351 workers would be on-site. This does not include the workers for off-site soil export, which would arrive in their dirt-hauler truck from an outside yard to the site on a daily basis.

As part of the grading process, soil would be balanced on-site to the extent possible. Up to 110,000 cubic yards of soil could be removed/exported, which would require approximately 7,334 haul trips over a seven-week period. Conservatively assuming an average of 2 minute headway between trucks leaving the site to account for operations and traffic flow impacts, 240 truck trips would be generated during an eight hour day (Source: *Technical Memo - Ballona Landfill Disposal Site Review*, Psomas, May 4, 2015). This would result in approximately 480 truck trips per day.



**RAJU** Associates, Inc. EXISTING PLUS AMBIENT GROWTH (2019) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

CUMULATIVE (2019) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES FIGURE 15

TABLE 7
PEAK CONSTRUCTION ACTIVITY/SEQUENCES

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
		PHASE 1				
7	٧	Excavate Area "A"	7b. Excavate old fill from Area A (1,134,200 CY wet cut and 54,400 dry cut)	7/4/2017	555	80
19	A & B	Area "A" and Area "B" North Excavate and Breach Existing Levees	19a. Excavate Ballona Creek Channel in Areas A and B North (277,800 CY cut)	4/15/2019	130	80
21	A&B	Area "A" and Area "B" North Remove Existing Levees	21a. Remove old Ballona Creek levee (424,400CY) and excavate new channel meanders - Export to Area C North, quantities included in Sequence 16, ultimate.	7/8/2019	120	80
22	8	Area "B" West Fire Access Road	22a. Construct maintenance and fire road in Area B West 22b. Reconstruct Area B parking lot	10/14/2019 10/14/2019	20	15
23	A&B	Bike Path, Pedestrian Walkway and Amenities	23a. Construct bike and ped trails on levees 23b. Construct County Parking Structure Foundation	10/14/2019 10/14/2019	65 60	15 24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	A	Export	24a. Export final excess dirt quantity (Assume up to 110,000 CY)	10/14/2019	35	2
				TOTAL NUMBER OF WORKERS	OF WORKERS	351

Sources: Psomas, June 2015
Note: Construction activities would only occur during weekdays and in particular seasons of the year.

Utilizing the anticipated number of workers in the peak construction period, the construction workers' trip generation was determined. Table 8 summarizes the estimated trip generation of construction activity. From Table 8, it can be observed that the workers' trip generation would result in a total of approximately 809 daily trips of which 35 trips would occur during the morning peak hour and 34 trips during the evening peak hour.

The soil export activity would result in approximately 480 daily trips. As shown in Table 8, this level of truck travel would be equivalent to 1,200 passenger car equivalent daily trips (passenger car equivalent or PCE: assumes 1 truck trip = 2.5 passenger cars). On an average hourly basis, assuming a uniform distribution of trips over an 8-hour work day, these daily trip totals would translate to approximately 150 trips during the morning peak hour. Soil export operations would end before evening peak hour traffic. Therefore, no truck trips would occur during the evening peak hour.

The construction activity would result in a maximum trip generation of approximately 2,009 daily trips of which 185 trips would occur during the morning peak hour and 34 trips during the evening peak hour.

# **Construction Workers Trip Distribution**

The regional geographic trip distribution for construction worker trips was computed based on a number of factors including existing traffic patterns and general distribution of expected construction worker trips. They were estimated and assumed to be the following:

To and From the North: 25%
To and From the South: 25%
To and From the West: 40%
To and From the East: 10%

The majority of construction workers would park in a temporary lot located in Area A on the west side of Lincoln Boulevard. The workers would be directed to access this lot from southbound Lincoln Boulevard and exit the lot southbound on Lincoln Boulevard (i.e. right-turn in and right-turn out).

TABLE 8 ESTIMATED TRIP GENERATION - CONSTRUCTION ACTIVITY

		٩	AM Peak Hour	ı	<b>d</b>	PM Peak Hour	
	Daily	Z	OUT	TOTAL	Z	OUT	TOTAL
Construction Workers [1]	808	31	4	35	9	28	34
Soil Export [2,3] (Dump Truck Trips)	1,200	75	52	150	0	0	0
Total Trips	2,009	106	62	185	9	28	34

maximum construction workers anticipated during peak construction period equivalent to 351 with a SCAg-model based AVR of 1.44 was used in this analysis. Additionally, most of this construction worker traffic would occur before the peak hours on weekdays. However, it was conservatively assumed [1] For the purpose of this analysis, ITE 9th Edition trip generation rates for workers at an office use was utilized. Per project construction description, that 30% of the construction worker peak hour traffic would occur during the AM and PM peak hours.

[2] Assumes an average of 15 cubic yards (c.y.) of soil per truck haul with an average headway of 2 minutes between trucks leaving the site. Soil export operations would end before evening peak hour traffic. Therefore, no truck trips would occur during the PM peak hour.

[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5.

Workers constructing the County Parking Structure along Fiji Way would park on-site. A minimal amount of workers would park in Area B.

Based on the distribution assumptions, location of the project and construction worker parking locations on-site, the intersection level trip distribution was developed. The resulting Intersection level trip distribution percentages are shown in Figures 16A and 16B.

# **Truck Haul Routes**

The truck haul route is shown in Figure 17. As shown in this figure, a haul route from the site would require traveling from Area A into North Area C via the Lincoln Boulevard temporary construction bridge and merging onto northbound Lincoln Boulevard, to Mindanao Way onto the Marina (SR-90) Freeway. This outgoing route is chosen to eliminate left turns onto Lincoln Boulevard. For the return trips, the empty trucks would enter Area A from Lincoln Boulevard from the south, again to avoid left turns and provide a one-way operation on-site for efficiency.

Based on the worker trip distribution assumptions, truck haul routes, and construction activity trip generation estimates, traffic estimates of construction activity trips were developed. These construction activity trips are presented in Figure 18.

#### **CUMULATIVE YEAR 2019 WITH PROJECT CONSTRUCTION ACTIVITY TRAFFIC VOLUMES**

Utilizing the construction activity traffic estimates developed for both peak hours, traffic forecasts for the Future Cumulative Year 2019 with Project Construction Activity conditions were developed. The Future Cumulative Base (Year 2019 pre-construction) traffic forecasts were combined with the Excavation/Earthwork Phase construction activity traffic volumes to obtain the Future Cumulative (2019) with Project Construction Activity traffic volume forecasts. The Future Cumulative (2019) with Project Construction Activity traffic volumes during both the morning and evening peak hours are presented in Figure 19.

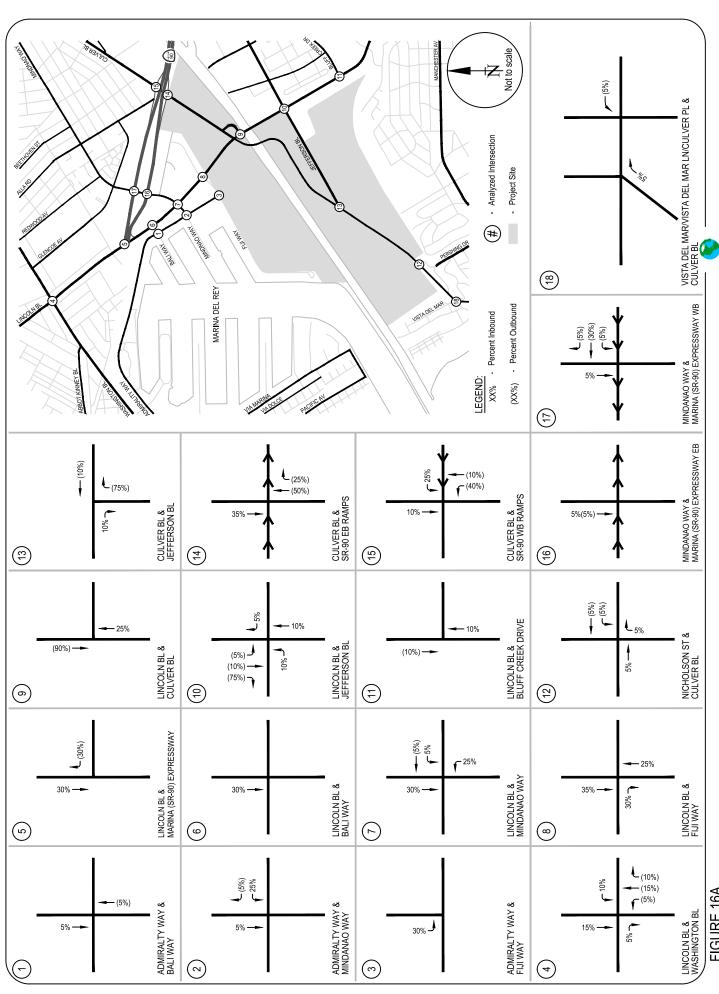


FIGURE 16A CONSTRUCTION WORKERS TRIP DISTRIBUTION TO/FROM AREA A TEMPORARY PARKING LOT

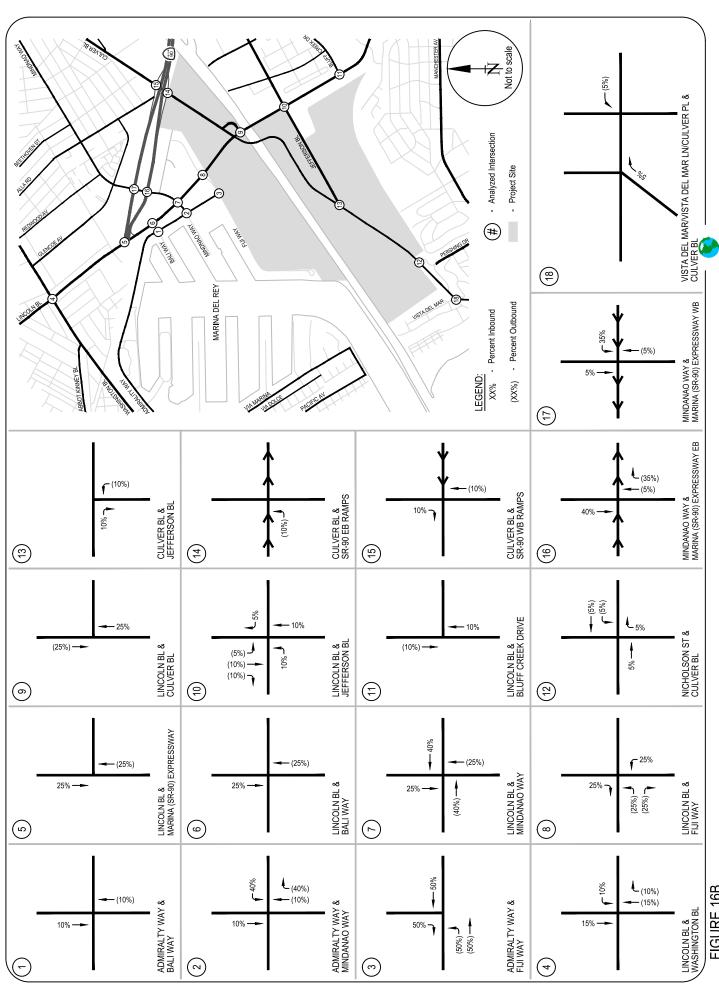
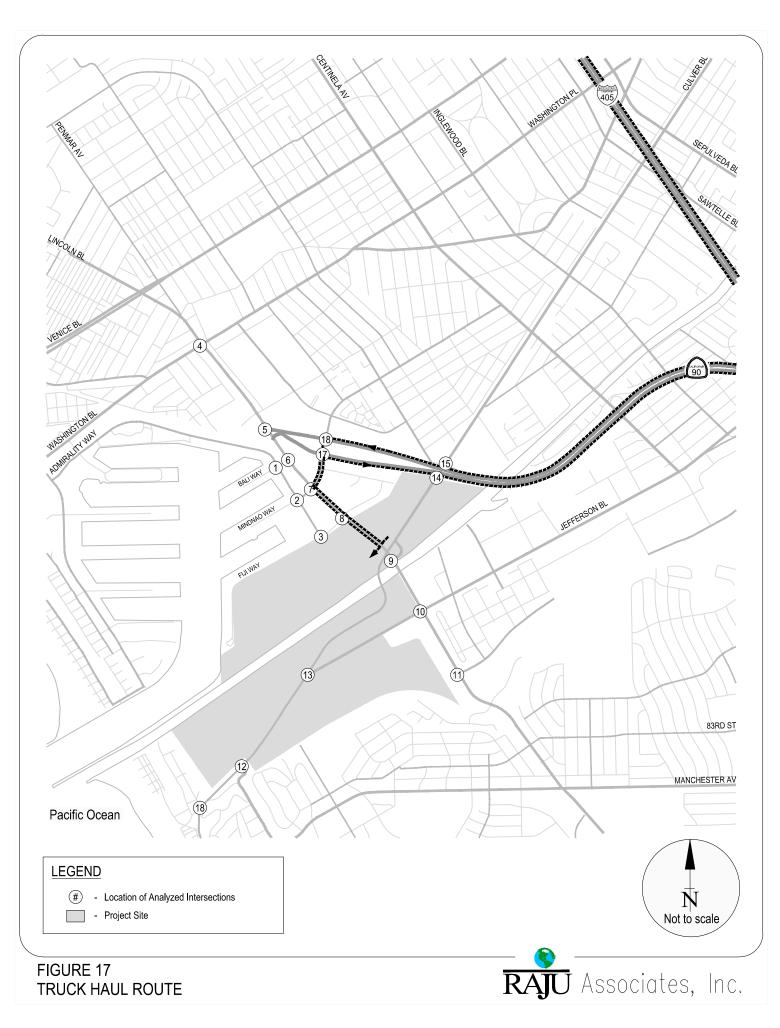
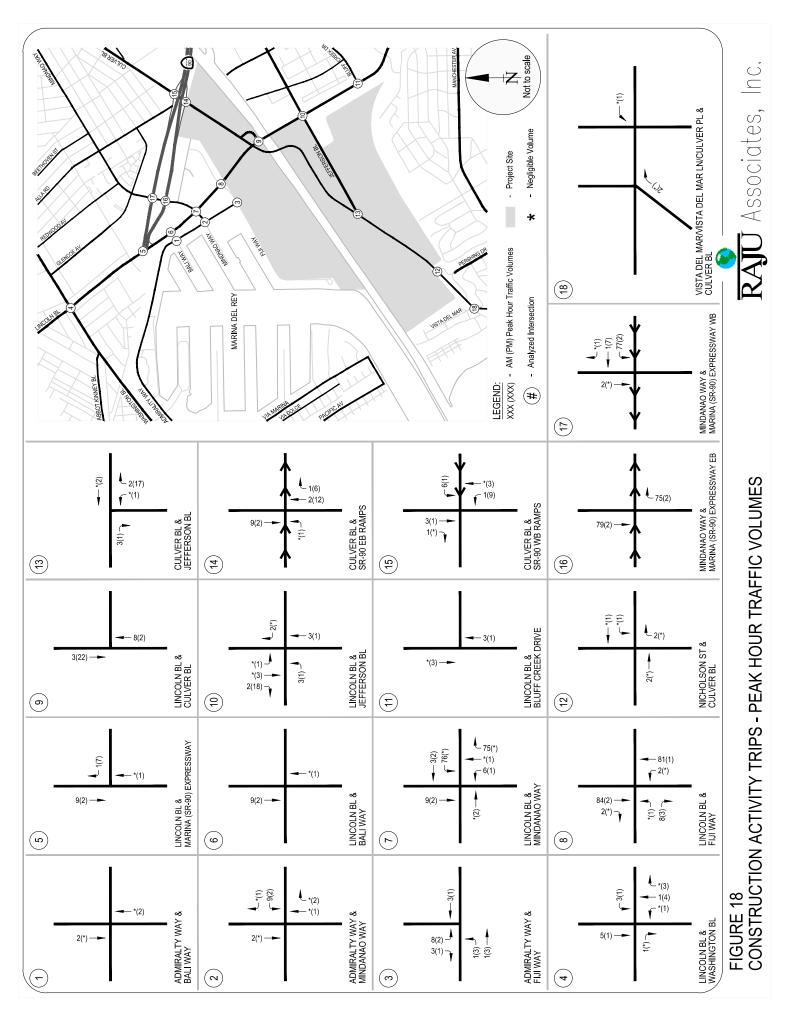


FIGURE 16B CONSTRUCTION WORKERS TRIP DISTRIBUTION TO/FROM AREA A PROPOSED COUNTY PARKING STRUCTURE





570(1,194) 25(69) 74(169)

**3**4(28)

51(46)

76(90)

**→** 714(811) **→** 140(269)

**L** 194(262)

الر<sub>(259(219)</sub>

120(120)

1,584(1,552)

1,623(2,189)

 $(\infty)$ 

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**L** 37(38) **-** 2,195(1,811)

€24(968) €

L<sub>111(221)</sub>

650(488)

792(724)

ل (111)78 576(535) ¬

**--** 1,585(1,381)

70(84)-16(25)- LINCOLN BL & FIJI WAY

LINCOLN BL & WASHINGTON BL

**€** 872(702)

128(14) **-** 21(7) **1**8(10)

		Volumes - Project Site	66(72) 10(14) 1(3) 3(8)	155(150)  155(150)  103(150)  VISTA DEL MARVISTA DEL MAR LINCULVER PL & CULVER BL
ASSOT KNWEY BL	MARINA DEL REY	LEGEND:  XXX (XXX) - AM (PM) Peak Hour Traffic Volumes  ###################################	(1881) (1881) (1,881) (1,288) (1,28	MINDANAO WAY & WARINA (SR-90) EXPRESSWAY WB
2.024(815) — 500(1,405) 2.024(815) — (01(49)) — (0101/97) 2.024(815) — (0101/97) — (0101/9	CULVER BL & SR-90 EB RAMPS	(15) 143(268) 177(565)	501(704) - 1,004(1,124) -	17(23) 1,178(1,101) 9(12) MINDANAO WAY & MARINA (SR-90) EXPRESSWAY EB
2,231(3,188) — 2,722(2,220)  2,001 NB F 8 CRIVER BL	1.260(1.853) — (2.6064) — (2.606) —	1,512(2,544) — 7,90(390) 1,512(2,544) — 7,90(390)	(12) (12) (13) (13) (13) (10) (10) (10) (11) (11) (11) (12) (13) (13) (14) (15) (16) (16) (17) (17) (18)	1,545(637) 1,545(637) 15(43) NICHOLSON ST & CULVER BL

→ 1(2) • 3(15)

40(58)

266(309)

→ 87(24) **→** 167(264)

**~** 441(456)

459(396)

1,531(1,693)

(9)

 $\bigcirc$ 

LINCOLN BL & MARINA (SR-90) EXPRESSWAY

ADMIRALTY WAY & BALI WAY

£ 226(300)

**L** 29(116)

**2**5(25)

13(15) 18(49) 15(27)

- 1,186(1,067)

1,491(1,592)

24(13) --- 1,461(1,472)

- 203(123)

1(3) (60(111)

**L** 53(140)

30(17)

19(19) **J** 55(45) **T** 21(21)

- 803(671)

215(335)-

LINCOLN BL & BALI WAY

ADMIRALTY WAY & MINDANAO WAY

985(897)

1,545(1,782) --

- 356(397

233(276)

18(24)

1,208(1,402) -

(5)

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-451(556)**L** 113(80)

الر <sub>(235)175</sub>

40(58)

**₹** 773(534)

688(973)

78(114)

-- 95(124)

1,309(1,647) -

516(360) - 1,660(1,457)

LINCOLN BL & MINDANAO WAY

ADMIRALTY WAY & FIJI WAY

**√** 196(99)

49(189)

116(158)

85(43)

563(529)

(-)

# **CUMULATIVE BASE (YEAR 2019 PRE-CONSTRUCTION) TRAFFIC CONDITIONS**

The Future Cumulative Base (Year 2019 pre-construction) peak hour traffic volumes were analyzed at each of the study intersection and street segment to determine the V/C ratio and corresponding level of service. Table 9 presents the results of the Cumulative Base (Year 2019 without project – pre-construction) traffic analysis. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during both the morning and evening peak hours.

The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

The capacity calculation worksheets for Cumulative (2019) Base conditions are provided in Appendix G.

# **CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY TRAFFIC CONDITIONS**

The Future Cumulative (2019) with Project Construction Activity peak hour traffic volumes were analyzed to determine the V/C ratio and LOS at each of the study locations. The results of this analysis are also summarized on Table 9. Table 9 indicates that construction related traffic would not change the intersection levels of service from cumulative base conditions at the study intersections during both the morning and evening peak hours with the exception of the intersection of Lincoln Boulevard/Fiji Way which would operate at LOS C during the morning peak hour compared to LOS B under cumulative base conditions.

The capacity calculation worksheets for Cumulative (2019) with Project Construction Activity conditions are provided in Appendix H.

TABLE 9
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - CONSTRUCTION ANALYSIS

		<u> </u>	Cumulativ	/e (2∩19)	Cumulative	(2019) with	Project	Significant
		Peak	Base Co			on Activity	Increase	Project
No.	Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact
								'
1.	Admiralty Way & Bali Way	AM	0.639	В	0.639	В	0.000	No
		PM	0.672	В	0.673	В	0.001	No
2.	Admiralty Way & Mindanao Way	AM	0.690	В	0.693	В	0.003	No
		PM	0.634	В	0.636	В	0.002	No
	Administration O. Fill Man	0.04	0.474		0.470	Δ.	0.004	NI-
3.	Admiralty Way & Fiji Way	AM	0.471	A	0.472	A	0.001	No
		PM	0.365	Α	0.368	Α	0.003	No
4.	Lincoln Boulevard & Washington Boulevard	AM	0.915	E	0.917	Е	0.003	No
	Ellicolli Bodievald & Washington Bodievald	PM	0.870	D	0.871	D	0.003	No
		1 171	0.070		0.671		0.001	NO
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM	0.774	С	0.774	С	0.001	No
"	Embour Boalevara a marina (ere oc) Expressivaly [1]	PM	0.778	Č	0.779	Č	0.001	No
			0.170		0.770	Ü	0.001	110
6.	Lincoln Boulevard & Bali Way	AM	0.571	Α	0.573	Α	0.002	No
	,	PM	0.616	В	0.616	В	0.000	No
7.	Lincoln Boulevard & Mindanao Way	AM	0.768	С	0.798	С	0.030	No
	·	PM	0.870	D	0.872	D	0.001	No
8.	Lincoln Boulevard & Fiji Way	AM	0.694	В	0.714	С	0.020	No
		PM	0.801	D	0.802	D	0.001	No
9.	Lincoln Boulevard & Culver Loop	AM	0.855	D	0.857	D	0.002	No
		PM	0.621	В	0.621	В	0.000	No
				_		_		
10.	Lincoln Boulevard & Jefferson Boulevard	AM	0.915	E	0.915	E	0.000	No
		PM	0.803	D	0.803	D	0.000	No
ا بدا	Lincoln Device and C Dieff Oncoln Daire	0.04	0.000		0.000	Б	0.000	NI-
11.	Lincoln Boulevard & Bluff Creek Drive	AM	0.682	В	0.682	В	0.000	No
		PM	0.523	Α	0.524	Α	0.001	No
12.	Nicholson Street & Culver Boulevard	AM	0.715	С	0.715	С	0.001	No
12.	Micholsoff Street & Cuiver Boulevalu	PM	0.713	D	0.713	D	0.001	No
		1 171	0.092		0.092	D	0.001	NO
13.	Jefferson Boulevard & Culver Boulevard	AM	0.796	С	0.796	С	0.000	No
'Ŭ.	555.5511 Bouloval a Guivor Bouloval a	PM	0.750	E	0.750	E	0.000	No
			2.200	-	3.300	_	3.30 .	
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM	0.467	Α	0.467	Α	0.000	No
		PM	0.495	A	0.497	A	0.001	No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM	0.844	D	0.845	D	0.001	No
		PM	0.948	Е	0.951	Е	0.004	No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM	0.807	D	0.824	D	0.018	No
		PM	0.853	D	0.853	D	0.000	No
						_		
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM	0.609	В	0.609	В	0.000	No
		PM	0.616	В	0.619	В	0.002	No
	Note del Mero Cotte del Mario		0.050		0.050	_	0.000	
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.856	D	0.856	D	0.000	No
		PM	0.744	С	0.744	С	0.000	No
	os Angeles County Congestion Management Program monitorin				<u> </u>			

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

#### **CONSTRUCTION TRAFFIC IMPACTS**

Using the specified significant impact criteria, the traffic impacts at the analysis locations were determined. Table 9 identifies the individual impacts during both the morning and evening peak hours at all analyses locations. It can be observed none of the analyzed locations would be significantly impacted by the traffic associated with the construction activity of the Proposed Project. Therefore, no traffic-related mitigation measures would be required for the Proposed Project.

Additionally, during the construction phase of the Proposed Project, there would be no temporary street closures or reduction in travel lanes; therefore, the adjacent streets would not be affected.

#### **CONSTRUCTION PARKING IMPACTS**

All construction activity will occur on-site and will not impact on-street parking on any of the adjacent streets. It is anticipated that construction workers will park on-site.

#### CONSTRUCTION ACCESS IMPACTS

No driveways or sidewalks would need to be removed during construction. Therefore, there would be no loss of vehicular or pedestrian access to any uses in the vicinity of Project site during the phases of construction.

# TRANSIT CONDITIONS DURING CONSTRUCTION

No temporary loss of bus stops would occur or rerouting of bus lines required, during the construction activities associated with the construction or operation of the Proposed Project.

### **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

Although the Proposed Project would not result in temporary construction impacts, it is recommended that a final construction traffic management plan be prepared for each phase of the Project. This Plan would address details related to haul routes, dust control, noise control and City and County regulations. The construction management plan ensures that the construction activities and workers follow the City regulations and provides details of activities planned on-site. This Construction Traffic Management Plan will be prepared at the time of final design, prior to commencement of construction.

The Construction Traffic Management Plan will address various issues and details such as those noted above – access and parking associates with construction trips, haul routes and delivery management and other site-specific changes during construction.

# VII. REGIONAL/CONGESTION MANAGEMENT PLAN ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the 2010 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, 2010). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

#### **CMP TRAFFIC IMPACT ANALYSIS**

The CMP guidelines for determining the study area for analysis of CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersection to the project site is the intersection of Lincoln Boulevard/Marina Expressway. Based on the incremental Project trip generation estimates presented in Chapter III, the Proposed Project will not add 50 or more new trips per hour to this location. Therefore, no further analysis of CMP arterial monitoring locations is required. However, this location was analyzed in the traffic study and the results of the analysis are presented in Chapter V. No significant traffic impacts are projected to occur at this location.

The nearest mainline freeway monitoring location to the project site is the San Diego Freeway (I-405) north of La Tijera Boulevard. Based on the incremental Project trip generation estimates, the Proposed Project will not add 150 or more new trips per hour to this location in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

# **VIII. ALTERNATIVES ANALYSIS**

This chapter presents the results of the traffic impact analysis of project alternatives for the Ballona Wetlands Ecological Reserve Restoration Project. These alternatives are required per CEQA as part of the Draft Environmental Impact Report (EIR) for the Project. A brief description of the alternatives including their proposed project description and corresponding trip generation estimates, and comparison to the Proposed Project's trip generation is provided in the following sections. Future Cumulative 2023 conditions with and without the alternatives, as well as traffic impacts of the alternatives in relation to those of the Proposed Project are presented in this chapter.

Four project alternatives have been analyzed in this study. They include the following:

- Alternative 1: Proposed Action (also referred to as the Proposed Project) Restore contiguous tidal wetlands north of Culver Boulevard and enhance managed wetlands south of Culver Boulevard (South Area B).
- Alternative 2: Partial Restoration Restore contiguous tidal wetlands in Area A and North Area B, maintain existing managed wetland in West Area B, and enhance managed wetlands in South Area B.
- Alternative 3: Levee Culverts and Oxbow Restore tidal wetlands in Area A, maintain existing Area B managed wetlands, and restore wetlands in South Area C.
- Alternative 4: No Federal Action/No Project No actions requiring federal, state, or local discretionary approval would be allowed.

Table 10 provides a summary of the alternatives. Descriptions of each of the alternatives, corresponding trip generation estimates, and comparison to those of the Proposed Project have been provided in the following sections. The same trip generation, distribution, traffic assignment, and traffic impact analysis parameters and assumptions as those used for the Proposed Project have been utilized in the analysis and evaluation of these alternatives. A comparative discussion of traffic impacts of each of the alternatives in relation to those of the Proposed Project is also provided in the subsequent sections of this Chapter.

# TABEL 10 SUMMARY OF PROJECT ALTERNATIVES

Alternative Summary	Ecosystem Restoration	Flood Risk and Stormwater Management	Public Access & Visitor Amenities	Infrastructure & Utility Modifications	Implementation & Construction Process
Alternative 1: Proposed Action					
Restore contiguous tidal wetlands north of Culver Boulevard and enhance managed wetlands south of Culver Boulevard (South Area B)	Phased Restoration:  • Phase 1 (Interim Restoration):  - Area A and North Area B tidal wetland  restoration and Ballona Creek realignment  - South Area B managed wetland enhancement  - East Area B (western portion), North Area C, and South Area C (eastern portion) upland habitat restoration  • Phase 2 (Final Restoration): West Area B tidal restoration	Remove existing armored levees along Area A and North and West Area B     Install new earthen perimeter levees in Area A, along the North side of Culver Boulevard, and in North and West Area B     Install new water control structures in South Area B     Construct Culver Boulevard stormwater detention wetland	<ul> <li>Construct levee trail and bike paths</li> <li>Add gateway entrances with art/education installations</li> <li>Construct new 3-story parking structure, improve existing West Culver Parking Lot</li> <li>Install two new bridges for public access</li> </ul>	Gas well abandonment and replacement with phasing     Gas pipeline relocation (Phase 1)     Removal of abandoned sewer pipe	<ul> <li>Large-scale grading:         <ul> <li>Up to approximately 2,440,000 cubic yards (cy) of on-site soil excavation, transport, and placement (fill for levees and uplands)</li> <li>Fill stockpiled in East Area B and the Culver levee (Phase 1)</li> <li>10,000 cy of off-site soil export</li> </ul> </li> <li>Install two new bridges for soil transport/public access</li> <li>Remove existing levees and realign Ballona Creek</li> <li>Revegetation</li> </ul>
Alternative 2: Restored Partial Sinuous Creek	eek				
Restore contiguous tidal wetlands in Area A and North Area B, maintain existing managed wetland in West Area B, and enhance managed wetlands in South Area B	Restoration:  Area A and North Area B tidal wetland restoration and Ballona Creek realignment  South Area B managed wetland enhancement  East Area B, North Area C, and South Area C upland habitat restoration	Remove existing levees along Area A and North Area B     Install new Area A and Culver Boulevard perimeter levees     Install new South Area B water control structure     Construct Culver Boulevard stormwater detention wetland	<ul> <li>Construct levee trail and bike paths</li> <li>Add gateway entrances with art/education installations</li> <li>Construct new 3-story parking structure, improve existing West Culver Parking Lot</li> <li>Install two new bridges for public access</li> </ul>	Gas well abandonment and replacement     Gas pipeline relocation     Removal of abandoned sewer pipe	<ul> <li>Large-scale grading:         <ul> <li>2,130,000 cy of on-site soil excavation, transport, and placement (fill for levees and uplands)</li> <li>10,000 cy of off-site soil export</li> </ul> </li> <li>Install two new bridges for soil transport/public access</li> <li>Remove existing levees, except in West Area B, realign Ballona Creek</li> <li>Revegetation</li> </ul>
Alternative 3: Levee Culverts and Oxbow					
Restore tidal wetlands in Area A and maintain existing Area B managed wetlands, restore wetlands in South Area C	Restoration:  • Area A tidal wetland restoration with new Ballona Creek water control structures	Install new Area A perimeter levee     Install new Area A water control structures (i.e., tide gates) along area A     Construct Culver Boulevard stormwater detention wetland	<ul> <li>Construct levee trail and bike paths</li> <li>Add gateway entrances with art/education installations</li> <li>Construct new 3-story parking structure, improve existing West Culver Parking Lot</li> <li>Install one new bridge for public access</li> </ul>	Gas well abandonment and replacement     Removal of abandoned sewer pipe	<ul> <li>Large-scale grading:         <ul> <li>1,500,000 cy of on-site soil excavation, transport, and placement (fill for levees and uplands)</li> <li>1,230,000 cy of off-site soil export</li> </ul> </li> <li>Install one new bridge for soil transport/public access</li> <li>Install new water control structures in existing Area A levee (i.e., north Ballona Creek levee)</li> <li>Revegetation</li> </ul>
Alternative 4: No Federal Action/No Project	#				
No actions requiring federal, state, or local discretionary approval would be allowed.	<ul> <li>No change.</li> <li>Existing management and community volunteer restoration efforts would continue using exclusively hand-tools (no mechanized equipment currently is, or would be allowed under Alternative 4).</li> <li>Ongoing influence of sea level rise would substantially affect tidal wetlands and related habitats over time</li> </ul>	No change to existing levees or other infrastructure would occur.     No culverts would be created, and no new levee armoring would occur.     Ongoing influence of sea level rise would eventually would render existing tide gates useless.	<ul> <li>No change</li> <li>No new visitor or recreational amenities would be provided</li> <li>Existing public access restrictions would continue</li> <li>No parking structure would be built, and no improvements to existing parking areas would be made.</li> </ul>	No change.     SocalGas would continue to manage wells and pipelines within the Ballona Reserve and independently would pursue well and pipeline abandonment and/or relocation based on the utility's priorities.	<ul> <li>No implementation or construction would occur</li> <li>CDFW would continue to remove trash and debris, remove homeless encampments, and monitor and enforce other unauthorized or illegal activities.</li> <li>Management of existing tide gates would continue until their permanent closure is necessitated, e.g., by the effects of sea level rise.</li> </ul>

Source: ESA

Table 11 summarizes the trip generation estimates of the project alternatives including a comparison to the Proposed Project. Given that the size of the Ballona Wetlands Ecological Reserve (581 acres), the amount of parking provided and amenities provided are the same for Alternatives 1-3 (although the restoration footprint of the reserve are different for the three alternatives), the trip generation estimates for all three alternatives are similar.

# ALTERNATIVE 1 – PROPOSED ACTION (PROPOSED PROJECT)

The description and analyses associated with this alterative have been discussed in detail in previous chapters (Chapters 3, 4, 5, 6, and 7).

#### **ALTERNATIVE 2 – PARTIAL RESTORATION**

Alternative 2 is similar to the Proposed Project (Alternative 1), but with a slightly smaller project footprint. The extents of Alternative 2 and its public access plan are shown in Figure 20.

In Alternative 2, existing armored levees on the Ballona Creek channel adjacent to the Ballona Reserve would be removed and Ballona Creek would be realigned to flow in a natural meandering pattern as described for the Proposed Project; however, the southern levee of the Ballona Creek channel adjacent to West Area B would not be breached, and the existing water control structures would remain. As a result, this alternative restores a mix of fully tidal wetlands and managed wetlands in the Ballona Reserve while retaining existing habitats in West Area B. Alternative 2 would include the first restoration phase described for the Proposed Project, but not the second and final restoration phase and without the stockpiled fill along the Culver Boulevard levee and East Area B in the first phase of the Proposed Project.

New earthen levees would be built around the northern perimeter of Area A and along the north side of Culver Boulevard in North Area B. The interim levee identified in the Proposed Project would become the new location for the final North/West Area B levee in Alternative 2. The levees would be broad and gently sloped away from roadways and buildings, protecting development from potential flooding of Ballona Creek, and providing upland and transitional habitat zones. The new levees would be set back from Ballona Creek in order to connect the creek with its floodplain, allowing wetland habitat to form within the floodplain.

TABLE 11
ALTERNATIVE ANALYSIS - SUMMARY AND COMPARISON OF TRIP GENERATION ESTIMATES

	DAILY	AM	PEAK HO	JR	PM	PEAK HO	JR
Scenario	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Operational Analysis							
Alternative 1-Proposed Action	378	7	5	12	32	20	52
Alternative 2: Partial Restoration Difference from Alternative 1	378	7	5	12	32	20	52
	0	0	0	0	0	0	0
Alternative 3: Levee Culverts and Oxbow Difference from Alternative 1	378	7	5	12	32	20	52
	0	0	0	0	0	0	0
Alternative 4: No Federal Action/No Project	0	0	0	0	0 (32)	0	0
Difference from Alternative 1	(378)	(7)	(5)	(12)		(20)	(52)
Construction Analysis Alternative 1-Proposed Action	2,009	106	79	185	6	28	34
Alternative 2: Partial Restoration Difference from Alternative 1	2,009	106	79	185	6	28	34
	0	0	0	0	0	0	0
Alternative 3: Levee Culverts and Oxbow Difference from Alternative 1 % Difference	1,571	89	77	166	3	12	15
	(438)	(17)	(2)	(19)	(3)	(16)	(19)
	-22%	<i>-16%</i>	-3%	-10%	-50%	-57%	- <i>5</i> 6%
Alternative 4: No Federal Action/No Project	0	0	0	0	0	0	0
Difference from Alternative 1	(2,009)	(106)	(79)	(185)	(6)	(28)	(34)

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FIGURE 20 BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 2 - PUBLIC ACCESS PLAN

As with the Proposed Project, Alternative 2 would provide new trails and bicycle paths that would encourage safe use by visitors, and gateway entrances with educational and art installations. However, Alternative 2 would differ from the Proposed Project in that the trail would go along the North/West Area B levee (as in Phase 1 of Proposed Project) instead of going around the perimeter of West Area B and the baseball fields in Area C would be replaced (if external funding becomes available for this purpose) at a higher elevation following the placement of fill in that location.

Alternative 2 balances functioning tidal habitat creation with interim impacts to sensitive species habitats. While implementation of Alternative 2 would restore less full tidal wetlands in the Ballona Reserve as compared to the Proposed Project, it would eliminate the need to re-establish Statelisted endangered Belding's Savannah Sparrow Habitat prior to potential losses of such habitat during implementation of the second phase. Alternative 2 would maintain West Area B in its present managed tidal state.

In addition, the existing SoCalGas wells would be decommissioned within the Ballona Reserve and pipelines would be abandoned or modified, as needed, to accommodate the proposed restoration activities.

# **Alternative 2 Trip Generation**

Under Alternative 2, Ballona Wetlands Ecological Reserve would contain approximately 581 acres, same as the Proposed Project. The points of vehicular access, parking locations, amount of parking provided and amenities provided will be the same as the Proposed Project. Utilizing the ITE's Trip Generation Manual, 9th Edition trip rates, the Alternative 2 trip generation was determined and is summarized in Table 12. From Table 12, it can be observed that the Alternative 2 trip generation would result in a total of approximately 378 daily trips of which 12 trips would occur during the morning peak hour and 52 trips during the evening peak hour. From Table 11, it can be observed that this alternative generates the same amount of trips as the Proposed Project.

TABLE 12
ESTIMATED ALTERNATIVE 2 WEEKDAY TRIP GENERATION

			A	AM Peak Hour	ır	Ь	PM Peak Hour	nr
	Size	Daily	N	OUT	TOTAL	N	DUT	TOTAL
Proposed Project Ballona Wetlands Ecological Reserve	581 acres	378	2	5	12	32	20	52
Trip Rates [1] State Park/County Park (ITE Land Use 413/412)	Trips per acre	0.65	61%	39%	0.02	61%	%68	60:0

[1] Trip generation of the Ballona Wetlands Ecological Reserve was estimated using county park and state park trip generation rates from ITE Trip Generation Manual, 9th Edition, 2012.

# **Alternative 2 Traffic Conditions**

Table 13 summarizes the intersection morning and evening peak hour traffic conditions analysis associated with this alternative. It can be observed from this table that the Cumulative (2023) plus Project – Alternative 2 would result in similar traffic condition as the Proposed Project. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour.

During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Nicholson Street/Culver Boulevard: PM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

As indicated in Table 13, similar to the Proposed Project, Alternative 2 Project does not cause significant impacts at any of the analyzed intersections under both existing and future conditions. Therefore, no project-specific mitigation measures would be required.

It is important to note that if external funding does not become available for replacement of the baseball fields in Area C, this alternative would result in diversion of the traffic associated with the ball fields during the evening peak hours during the Little League season to Culver City, Del Rey and North Venice locations and consequently would have lesser traffic around the Project site compared to the Proposed Project. Based on the current traffic counts associated with the ball fields, the evening peak hour traffic diversion would be approximately 60 trips (48 inbound, 12 outbound) during the little league baseball season (March to June).

The associated intersection peak hour traffic volumes and capacity calculation worksheets for the Cumulative (2023) plus Project - Alternative 2 conditions are attached in Appendix I.

TABLE 13 SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2 PROJECT

		Peak	Existing (2015) Conditions	(2015) tions	Existing (2015) plus Project - Alt. 2	015) plus - Alt. 2	Project Increase	Significant Project	Cumulative (2023)		Cumulative (2023) plus Project - Alt 2	2023) plus Alt 2	Project !	Significant Project
No.	. Intersection	Hour	N/C	SOT	N/C	SOT	in V/C	Impact	N/C	SOT	N/C	FOS	in V/C	Impact
_	1. Admiralty Way & Bali Way	AM M	0.616	<b>B</b> B	0.628	а в	0.000	0 0 2 2	0.656	ш ш	0.656	<b>B</b> B	0.000	0 N
2.	Admiralty Way & Mindanao Way	AM PM	0.667	ω ∢	0.667	ω ∢	0.001	0 0 Z Z	0.709	ОШ	0.709	ОШ	0.001	8 S
<i>с</i>	3. Admiralty Way & Fiji Way	AM PM	0.451	44	0.452	4 4	0.001	0 0 2 2	0.485	۷ ۷	0.486	∢ ∢	0.001	8 g
4.	. Lincoln Boulevard & Washington Boulevard	AM M	0.837	٥٥	0.838	٥٥	0.001	0 0 2 2	0.937	шО	0.938	шО	0.001	8 S
5.	. Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM PM	0.717	Om	0.717	Ош	0.000	0 0 2 2	0.793	υυ	0.793	υυ	0.000	8 g
9	). Lincoln Boulevard & Bali Way	AM PM	0.509	<b>4</b> 4	0.509	44	0.000	9 9 2 2	0.585	<b>∀</b> Ø	0.585	B >	0.000	8 S
7	7. Lincoln Boulevard & Mindanao Way	AM M	0.710	υυ	0.710	υυ	0.000	9 9 2 2	0.787	00	0.787	υD	0.001	0 0 2 0
	8. Lincoln Boulevard & Fiji Way	A M	0.628	ш О	0.631	ш O	0.002	9 9 Z Z	0.711	00	0.712	00	0.001	0 0 2 2
<u>б</u>	. Lincoln Boulevard & Culver Loop	AM M	0.805	<b>□</b> ∢	0.806	Ω«	0.001	9 9 2 2	0.877	O 80	0.877	Ω В	0.000	8 8 2 8
10.	). Lincoln Boulevard & Jefferson Boulevard	A M	0.840	О В	0.841	O 80	0.001	0 °	0.937	шО	0.937	ВΟ	0.000	0 0 2 2
11.	. Lincoln Boulevard & Bluff Creek Drive	A M	0.544	∢ ∢	0.545	۷ ۷	0.001	0 °	0.697	ω∢	0.697	ω ∢	0.000	0 0 2
12.	Nicholson Street & Culver Boulevard	A M	0.652	ш О	0.652	ш О	0.000	0 °	0.732 0.915	ОШ	0.733	ОШ	0.001	0 0 2 2
13.	). Jefferson Boulevard & Culver Boulevard	A M	0.727	00	0.727	υD	0.000	0 0 2 2	0.815 0.987	ОШ	0.989	ΩШ	0.000	0 0 N
4.	. Culver Boulevard & SR-90 Eastbound Ramps	A M	0.436	∢ ∢	0.436	۷ ۷	0.000	0 °	0.479	۷ ۷	0.479	∢ ∢	0.000	9 °2
15.	. Culver Boulevard & SR-90 Westbound Ramps	A M	0.798	00	0.798	O 0	0.000	0 °	0.866	ОШ	0.866	ОШ	0.000	0 0 2 2
16.	3. Mindanao Way & Marina (SR-90) Expressway Eastbound	AM PM	0.756	00	0.757	υD	0.001	0 0 2 2	0.827 0.877	۵۵	0.827	۵۵	0.000	0
17.	. Mindanao Way & Marina (SR-90) Expressway Westbound	A M	0.572	∢ ∢	0.572	۷ ۷	0.000	0 0 2 Z	0.624	ш ш	0.625 0.636	ш ш	0.001	0
18.	8. Vista del Mar/Vista del Mar Lane & Culver Boulevard	A M	0.782	Om	0.783	OM	0.001	0 0 2 2	0.878	٥٥	0.879	٥٥	0.001	0 0 2 0
]														

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location. VIC - Volume to Capacity Ratio LOS - Level of Service

# **Alternative 2 Construction Impact Analysis**

Construction phasing would be the same as described for the Phase 1 of the Proposed Project. Construction of the Alternative 2 Project would be accomplished over an approximately three-year period, scheduled to commence in 2017 and completed in 2020 (compared to 2023 for the Proposed Project). During this period, it is anticipated that all construction activity would occur onsite with the exception of the construction of the bridge across Lincoln Boulevard, construction of water control structures (storm drains) across Culver Boulevard and Jefferson Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks. Alternative 2 would be implemented in one phase. The overall construction schedule for Alternative 2 is shown in Table 14. The restoration construction activities would be sequenced as shown in Table 14.

In Alternative 2, utilities would be relocated within the Ballona Reserve, Area A and North Area B would be graded, and new levees would be constructed. Soil excavated from Area A would be transported to Area B and used to construct the Culver Boulevard levee. Water control structures would be installed/modified, and the wetland enhancements in South Area B, including channel excavation and berm construction, would be completed. Area A site preparation, grading, and re-vegetation also would occur. Site preparation of North and South Area B would occur, including utility relocation, clearing and grubbing, and over-excavation along the levee alignment. Area C and East Area B would be graded to upland habitat. Once the new levees are in place, the channel meanders would be constructed and existing levee segments removed. An open Ballona Creek channel would be maintained throughout the construction process. Finally, the public access features, including new bicycle and pedestrian paths and the West Area B fire access road and storm water drainage improvements, would be completed.

Similar to the Proposed Project, it is anticipated that the greatest amount of construction-related peak hour trips would be generated in Year 2019 and includes the following overlapping construction sequences:

- Excavate Area A
  - Excavate old fill from Area A (1,384,000 cubic yards wet cut)
- Area A and Area B North Excavate and Breach Existing Levees
  - Excavate Ballona Creek Channel in Areas A and B North (277,800 cubic yards cut)

# TABLE 14 CONSTRUCTION SCHEDULE AND SEQUENCES - ALTERNATIVE 2

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
1	В	Area "B" Southeast Gas Lines	1a. Remove and relocate existing gas line	1/2/2017	20	8
2	В	Area "B" South Enhancement	2a. Create swale (10,000 CY wet cut)	1/2/2017	40	26
3	Α	Area "A' Gas Line Removal	3a. Remove existing inactive gas line	1/2/2017	10	8
3	A	A Gas Line Removal	3b. Cut and cap gas line at Fiji Way	1/2/2017	1	8
			25a. Drill new well at SoCal Gas Plant to replace Del Ray 19	1/2/2017	50	70
25	A & Property 1	Gas Well Abandonment	25b. Abandon and plug Del Ray 13, 14, 15, 17, 18, and 19	3/13/2017	225	17
			25c. Remove existing gas lines serving removed wells	1/22/2018	10	8
26	Α	Area A around Wells Clear & Grub	26a. Remove vegetation around wells (2,000 CY)	1/22/2018	5	26
27	А	Area A around Wells Grading and Export to West Area B	27a. Excavate Area A and Export to West Area B (208,000 CY)	1/22/2018	5	80
20			28a. Finish grading around wells	2/12/2018	10	26
28	Α	Finish Grading For Uplands	28b. Re-establish upland vegetation	2/26/2018	5	16
			29a. Drill new well at SoCal Gas Plant to replace Del Rey 9 and Vidor 18	1/2/2017	50	70
29	В	Area B Abandon Wells	29b. Abandon and plug Vidor 1, 2, 3, 5, 14, 18 and Del Rey 4, 5, 9, 11	3/13/2017	225	17
			29c. Remove existing pipelines	11/13/2017	10	8
30	В	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	26
			31a. Finish grading around wells	12/4/2017	10	26
31	В	Finish Grading For Uplands	31b. Re-establish upland vegetation	12/18/2017	5	16
			4a. Construct temporary & portion of final re-routed trail to existing trail	4/17/2017	40	15
4	A & B	Podostrian / Piko Pridgo				50
4	AGB	Pedestrian/Bike Bridge	4b. Construct new pedestrian/bike bridge over Ballona Creek	1/2/2017	130	
	4.6.0	Liver to D.C.L.	4c. Reroute Ballona Creek Bike Trail under Culver Blvd Bridge	7/4/2017	5	15
5	A & C	Lincoln Bridge	5a. Build Lincoln Bridge next to Culver Bridge to connect Area A to Area C North	7/4/2017	65	30
			6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017	10	35
6	Α	Clear, Grub, and Stockpile Area "A"	6b. Remove trash	7/4/2017	20	35
			6c. Stockpile	7/4/2017	20	35
			7a. Remove 36" concrete pipe near center of Area A	7/4/2017	5	8
7	Α	Excavate Area "A"	7b. Excavate old fill from Area A (1,384,000 CY wet cut, see note)	7/4/2017	555	80
			7c. Dig below (over excavate) future levees (30,000 CY dry cut)	7/4/2017	5	80
8	Α	Area "A' Construct North Levee	8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017	35	90
			9a. Drill new well at SoCal Gas Plant to replace Del Ray 12	1/2/2017	50	70
9	B & Property 1	Area "B" North Gas Line Relocation & Well	9b. Abandon and plug Del Rey 12	4/3/2017	90	17
,	b a rroperty 1	Abandonment	9c. Remove/relocate existing pipelines	7/4/2017	10	8
			10a. Remove vegetation from Area B North and Area B West (25,000 CY wet cut)	7/4/2017	10	35
10	В	Area "B" North Clear & Grub	10b. Remove trash	7/4/2017	50	35
			11a. Excavate Area B North (56,700 CY wet cut)	7/4/2017	25	80
11	В	Area "B" North Over-Excavate and Stockpile				
42		Construct Asset IIDII to asset	11b. Dig below (over excavate) future levees (3,000 CY wet cut)	7/4/2017	5	80
12	В	Construct Area "B" Levee	12a. Construct Area B levees (266,200 CY)	8/14/2017	165	90
13	В	Clear, Grub, and Stockpile Area "B" East	13a. Remove vegetation in Area B East stockpile area (4,600 CY wet cut)	2/5/2018	5	26
		•	13b. Stockpile and prepare for fill	2/5/2018	5	35
14	В	Area "B" East Grading	14a. Grade Area B east and import from Area A (324,000 CY import from Area A)	2/12/2018	85	80
			15a. Demo baseball fields and structures.	1/2/2017	15	-
15	С	Clear & Grub Area "C" North & South	15b. Clear vegetation from Area C North (56,000 CY dry cut) & South (51,000 CY dry cut)	4/2/2018	25	35
			15c. Re-align and replace Marina ditch (45,000 CY wet cut)	4/23/2018	15	80
		Area "A" Grading and Export to Area "C" North &	16a. Excavate Area A and export to C South (540,000 CY total)	5/21/2018	135	80
16	A & C	South	16b. Excavate Area A and export to C North (500,000 CY ultimate total; 183,000 CY at this sequence until levee is breached)	9/3/2018	50	80
17	-	Finish Conding for Halanda Assa IICII Co. 15	17a. Reconstruct ballfields and structures and detailed grading in Area C South	6/3/2019	65	15
17	С	Finish Grading for Uplands Area "C" South	17b. Re-establish upland vegetation	6/24/2019	5	16
			18a. Install culverts under Culver/Jefferson Blvd, Gas Co Rd., and FWM berm; modify existing culvert under west end of Culver Blvd.	1/7/2019	130	26
18	В	Area "B" New and Reconstructed Culverts	18b. Remove existing FWM pipes and outlets	7/8/2019	15	26
			18c. Construct new FWM outlet and spillway	7/29/2019	40	26
19	A & B	Area "A" and Area "B" North Excavate and Breach Existing Levees	19a. Excavate Ballona Creek Channel in Areas A and B North (277,800 CY cut)	4/15/2019	130	80
		Area "A" and Area "B" North Block and Fill Existing	20a Install temporary nine	4/15/2019	10	8
20	A & B		20b. Temporary block then fill existing Ballona Creek (269,100 CY fill from Seq 19)		60	80
		Levees		4/15/2019	UU	٥0
21	A & B	Area "A" and Area "B" North Remove Existing Levees	21a. Remove old Ballona Creek levee (424,400CY) and excavate new channel meanders - Export to Area C North, quantities included in Sequence 16, ultimate.	7/8/2019	120	80
	_		22a. Construct maintenance and fire road in Area B West	10/14/2019	20	15
22	В	Area "B" West Fire Access Road	22b. Reconstruct Area B parking lot	10/14/2019	20	15
	<del> </del>		23a. Construct bike and ped trails on levees	10/14/2019	65	15
23	A & B	Bike Path, Pedestrian Walkway and Amenities	23b. Construct County Parking Structure Foundation	10/14/2019	60	24
23	AND	DIKE FAIT, FEUESTIAN WAIKWAY AND AMENITIES	23b. Construct County Parking Structure Foundation 23c. Construct County Parking Structure	10/14/2019	120	40

Sources: Psomas, June 2015

- Area A and Area B North Block and Fill Existing Channels
  - Install temporary pipe
  - Temporary block then fill existing Ballona Creek (269,100 cubic yards fill)
- Area A and Area B North Remove Existing Levees
  - Remove old Ballona Creek levee (424,400 cubic yards) and excavate new channel meanders - Export to Area C North.
- Area B West Fire Access Road
  - Construct maintenance and fire road in Area B West
  - Reconstruct Area B parking lot
- Bike Path, Pedestrian Walkway and Amenities
  - Construct bike and ped trails on levees
  - Construct County Parking Structure Foundation
  - o Construct County Parking Structure
- Off-Site Export
  - Export final excess dirt quantity (up to 530,000 cubic yards)

As indicated above, it is anticipated that most construction activities would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction of water control structures (storm drains) across Culver Boulevard and Jefferson Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks.

The construction of the bridge across Lincoln Boulevard which requires off-site construction would occur for approximately three to four weeks in 2017. The gas line relocation and associated construction activities are anticipated to occur in 2017 and early 2018. The storm drain installation would occur for approximately three to four weeks per location in 2019.

Alternative 2: Lincoln Boulevard Bridge Construction Impacts - The bridge across Lincoln Boulevard would be constructed during night-time hours (11:00 PM to 5:00 AM) for a period of three to four weeks. This would require intermittent closure of Lincoln Boulevard during night-time hours over a four-week period in 2017. It is anticipated that cranes will be used to place the bridge segments and secured over the existing abutments or new abutments adjacent to and north of the Culver Boulevard bridge structure. The intermittent night-time closures of Lincoln Boulevard would allow the cranes to swing the bridge segments (structural members) over the travel lanes to place them over the existing or new abutments and secure them. Once the

members are in place and secured, the roadway would be opened. Emergency access will be maintained at all times. The current number of lanes along Lincoln Boulevard would not be affected during daytime (when there is no construction activity); and after the construction is complete, there would be no change to the number of lanes along Lincoln Boulevard.

Detailed 24-hour traffic counts were conducted along Lincoln Boulevard in the vicinity of the proposed bridge during September 2015. These traffic counts are included in Appendix B. It can be observed from the counts that traffic volumes along Lincoln Boulevard between the hours of 11:00 PM and 5:00 AM ranged from 48 vehicles to 380 vehicles in each direction in any one hour. Detailed construction traffic management plan would be prepared at the time of final design and would include specific details relative to detour routes, signage, temporary traffic control and hours of construction to the satisfaction of Caltrans and LADOT.

The potential detour route during construction (night-times for approximately three to four weeks) would include re-routing northbound Lincoln Boulevard traffic through the Culver Loop ramp to Marina Freeway back to Lincoln Boulevard, as well as through Jefferson Boulevard to Centinela Avenue to Marina Freeway and then back to Lincoln Boulevard. The southbound Lincoln Boulevard traffic could also be re-routed through Marina Freeway to Culver Boulevard or Centinela Avenue and then back to Lincoln Boulevard. With the implementation of the detour routes and other construction traffic management plan elements along with restriction of construction activities to night-times (11:00 PM to 5:00 AM) only, there would be no residual construction traffic impacts due to the Lincoln Boulevard bridge construction.

Both the bridges across Ballona Creek and Lincoln Boulevard would be constructed in 2017. After construction, the movement of soil between Project Areas A, B and C would commence and occur on these bridges, reducing the need to use surface streets such as Lincoln Boulevard, Culver Boulevard and Jefferson Boulevard. After construction activities associated with the Ballona Wetlands Restoration Project are complete, these bridges would become an integral part of the bicycle and pedestrian circulation system allowing visitors to cross Ballona Creek and Lincoln Boulevard as part of the recreational trails within the Ballona Reserve.

<u>Alternative 2: Construction Traffic Impacts of Gas Line Relocation and Stormwater Drain</u>
<u>Installation</u> - Removal and relocation of existing gas lines in Area B as well as storm drain

installation in Area B would require partial closure of lanes along Culver Boulevard. Removal and relocation of existing gas lines in Area B would occur in 2017 and would require closure of half of Culver Boulevard over a four week period. The storm drain installation in Area B would occur in 2019 and would require closure of half of Culver Boulevard over a three week period per location.

Detailed 24-hour traffic counts were conducted along Culver Boulevard west of Lincoln Boulevard during June 2015. These counts have been included in Appendix B. Based on these counts, it is recommended that the partial closure of Culver Boulevard for construction activity be between the hours of 11:00 PM to 5:00 AM when traffic along Culver Boulevard is minimal, ranging from approximately 30 vehicles to 206 vehicles in either direction during this time period. A detailed construction traffic management plan including detour routes, signage, traffic control and hours of construction would be prepared at the times of final design to the satisfaction of LADOT.

The potential detour route during construction activities associated with gas line relocation and stormwater drain installation across Culver Boulevard (night-time periods for three weeks per location) would involve re-routing eastbound/northbound Culver Boulevard to Jefferson Boulevard to Lincoln Boulevard back to Culver Boulevard. The westbound/southbound Culver Boulevard would continue to use the partially open (half-roadway) Culver Boulevard during night-times.

With the implementation of the construction traffic management plan including detour routes and night-time hours of construction, there would be no residual significant traffic impacts due to the gas line relocation and stormwater drain installation components of the Alternative 2 Project.

An evaluation of detailed construction traffic analysis for Alternative 2 follows:

Based on the construction schedule shown in Table 14, the heaviest or most intense construction phase for the Alternative 2 Project would occur in the year 2019. During this period, multiple construction activities would overlap with one another including off-site soil export. Table 15 summarizes the construction activity and the number of workers of each sequence for this peak construction period. As indicated in the table, a total of approximately 351 workers would be onsite, similar to the Proposed Project. This does not include the workers for off-site soil export, which would arrive in their dirt-hauler truck from an outside yard to the site on a daily basis.

PEAK CONSTRUCTION ACTIVITY/SEQUENCES - ALTERNATIVE 2 **TABLE 15** 

Sequence	Area	Title	Actions	Start Date	Working Days	Number of
						Workers
7	۷	Excavate Area "A"	7b. Excavate old fill from Area A (1,384,000 CY wet cut)	7/4/2017	555	80
19	A&B	Area "A" and Area "B" North Excavate and Breach Existing Levees	19a. Excavate Ballona Creek Channel in Areas A and B North (277,800 CY cut)	4/15/2019	130	80
			21a. Remove old Ballona Creek levee (424,400CY) and excavate new channel			
21	A & B	Area "A" and Area "B" North Remove Existing Levees	meanders - Export to Area C North, quantities included in Sequence 16,	7/8/2019	120	80
			ultimate.			
11	a	D (A)   D (A) (A) (A)	22a. Construct maintenance and fire road in Area B West	10/14/2019	20	15
77	٥	AICA D WCSCIIIC ACCESS NOAG	22b. Reconstruct Area B parking lot	10/14/2019	20	15
			23a. Construct bike and ped trails on levees	10/14/2019	65	15
23	A&B	Bike Path, Pedestrian Walkway and Amenities	23b. Construct County Parking Structure Foundation	10/14/2019	09	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	Α	Export	24a. Export final excess dirt quantity (Assume 530,000 CY)	10/14/2019	150	2
				TOTAL NUMBER OF WORKERS	OF WORKERS	351

Sources: Psomas, June 2015
Note: Construction activities would only occur during weekdays and in particular seasons of the year.

As part of the grading process, up to 530,000 cubic yards of soil could be removed/exported in Alternative 2 compared to 110,000 cubic yards of soil for the Proposed Project. This would require approximately 35,334 haul trips over a 30-week period. This results in more truck haul trips overall, over a longer period of time compared to the Proposed Project. However, based on 240 truck trips per day estimated to occur at the site, Alternative 2 would result in approximately 480 truck trips per day, same as the Proposed Project.

Table 16 summarizes the estimated trip generation of construction activity for Alternative 2. From Table 16, it can be observed that the workers' trip generation would result in a total of approximately 809 daily trips of which 35 trips would occur during the morning peak hour and 34 trips during the evening peak hour, same as the Proposed Project.

The construction activity would result in a maximum trip generation of approximately 2,009 daily trips of which 185 trips would occur during the morning peak hour and 34 trips during the evening peak hour. This is the same construction activity trip generation as that of the Proposed Project.

The results of the Cumulative (2019) with Construction Activity – Alternative 2 traffic analysis are summarized on Table 17. It can be observed from this table that the Cumulative (2019) with Construction Activity – Alternative 2 would result in similar traffic condition as the Proposed Project. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during both the morning and evening peak hours. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

As indicated in Table 17, similar to the Proposed Project, none of the analyzed locations would be significantly impacted by the traffic associated with the construction activity of the Alternative 2 Project. Therefore, no traffic-related mitigation measures would be required for the Proposed Project.

TABLE 16 ESTIMATED TRIP GENERATION - CONSTRUCTION ACTIVITY: ALTERNATIVE 2

		<b>d</b>	AM Peak Hour	ır	<u> </u>	PM Peak Hour	_
	Daily	N	OUT	TOTAL	Z	OUT	TOTAL
Construction Workers [1]	808	31	4	35	9	28	34
Soil Export [2,3] (Dump Truck Trips)	1,200	22	75	150	0	0	0
	2,009	106	62	185	9	28	34

analysis. Additionally, most of this construction worker traffic would occur before the peak hours on weekdays. However, it was conservatively assumed maximum construction workers anticipated during peak construction period equivalent to 351 with a SCAg-model based AVR of 1.44 was used in this [1] For the purpose of this analysis, ITE 9th Edition trip generation rates for workers at an office use was utilized. Per project construction description, that 30% of the construction worker peak hour traffic would occur during the AM and PM peak hours.

[2] Assumes an average of 15 cubic yards (c.y.) of soil per truck haul with an average headway of 2 minutes between trucks leaving the site. Soil export operations would end before evening peak hour traffic. Therefore, no truck trips would occur during the PM peak hour.

[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5.

TABLE 17
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - CONSTRUCTION ANALYSIS: ALTERNATIVE 2

			Cumulativ		Cumulative		Project	Significant
 	lutaura akira	Peak	Base Co			on Activity	Increase	Project
No.	Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact
1.	Admiralty Way & Bali Way	AM PM	0.639 0.672	B B	0.639 0.673	B B	0.000 0.001	No No
2.	Admiralty Way & Mindanao Way	AM PM	0.690 0.634	B B	0.693 0.636	B B	0.003 0.002	No No
3.	Admiralty Way & Fiji Way	AM PM	0.471 0.365	A A	0.472 0.368	A A	0.001 0.003	No No
4.	Lincoln Boulevard & Washington Boulevard	AM PM	0.915 0.870	E D	0.917 0.871	E D	0.003 0.001	No No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM PM	0.774 0.778	C C	0.774 0.779	C C	0.001 0.001	No No
6.	Lincoln Boulevard & Bali Way	AM PM	0.571 0.616	A B	0.573 0.616	A B	0.002 0.000	No No
7.	Lincoln Boulevard & Mindanao Way	AM PM	0.768 0.870	C D	0.798 0.872	C D	0.030 0.001	No No
8.	Lincoln Boulevard & Fiji Way	AM PM	0.694 0.801	B D	0.714 0.802	C D	0.020 0.001	No No
9.	Lincoln Boulevard & Culver Loop	AM PM	0.855 0.621	D B	0.857 0.621	D B	0.002 0.000	No No
10.	Lincoln Boulevard & Jefferson Boulevard	AM PM	0.915 0.803	E D	0.915 0.803	E D	0.000 0.000	No No
11.	Lincoln Boulevard & Bluff Creek Drive	AM PM	0.682 0.523	B A	0.682 0.524	B A	0.000 0.001	No No
12.	Nicholson Street & Culver Boulevard	AM PM	0.715 0.892	C D	0.715 0.892	C D	0.001 0.001	No No
13.	Jefferson Boulevard & Culver Boulevard	AM PM	0.796 0.963	C E	0.796 0.965	C E	0.000 0.001	No No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM PM	0.467 0.495	A A	0.467 0.497	A A	0.000 0.001	No No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM PM	0.844 0.948	D E	0.845 0.951	D E	0.001 0.004	No No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM PM	0.807 0.853	D D	0.824 0.853	D D	0.018 0.000	No No
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM PM	0.609 0.616	B B	0.609 0.619	B B	0.000 0.002	No No
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM PM	0.856 0.744	D C	0.856 0.744	D C	0.000 0.000	No No

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

The associated intersection peak hour traffic volumes and capacity calculation worksheets for Cumulative (2019) with Project Construction Activity - Alternative 2 conditions are attached in Appendix J.

Replacement of Area C Baseball Fields – As part of Alternative 2, the baseball fields in Area C, home of the Culver Marina Little League, would be replaced (if external funding becomes available for this purpose) at a higher elevation following the placement of fill in that location. This would occur over a 1-year period, from April 2018 to April 2019. During this period, the Culver Marina Little League would have their games at interim nearby locations including: Culver City Little League at 9800 Jefferson Boulevard in Culver City, Del Rey Little League at two locations -6705 West 77th Street, Los Angeles and 100 Convoy Street, Los Angeles, and North Venice Little League at 3321 Grand View Boulevard, Los Angeles. It is anticipated that games/ball fields will be shared with the other leagues (source: ESA). Given that games are currently being played at the proposed interim locations by other Little Leagues, the relocation of the Culver Marina Little League would not result in more games being played during the peak hours of traffic and any additional games would be played during the off-peak hours of traffic. Also, traffic studies are generally not required for baseball little leagues, since their traffic effects are typically captured in the traffic associated with those parks and ball fields. Therefore, no additional traffic analysis would be required for the temporary relocation of the little league. If external funding does not become available to reestablish the ball fields, the Culver Marina Little League would either be absorbed into the nearby Little Leagues or construct ball fields at another undetermined location.

# **Summary**

On an overall basis, this alternative would adversely impact traffic to the same degree as that of the Proposed Project and would have similar construction related traffic effects. However, the effects of Alternative 2 construction related traffic (i.e. export of soil to off-site facilities) would last for a longer period of time than the Proposed Project, 30 weeks compared to 7 weeks. No significant differences in travel patterns outside the project area are anticipated between this alternative and the Proposed Project.

#### ALTERNATIVE 3 – LEVEE CULVERTS AND OXBOW

Alternative 3 would have a substantially smaller project footprint than the Proposed Project (Alternative 1) and Alternative 2. The extents of Alternative 3 and its public access plan are shown in Figure 21.

Restoration under Alternative 3 would be focused in Area A and Area C only. Area B would not be actively restored and habitats would remain in their current condition (e.g., muted tidal in West and South/Southeast Area B, non-tidal in the remainder of Area B). In Alternative 3, existing armored levees on the Ballona Creek channel adjacent to the Ballona Reserve would remain intact. No levee breaching would occur. Instead, two new culvert water control structures would be installed within the northern Ballona Creek channel levee to support full tidal restoration in Area A similar to the Proposed Project, with an oxbow channel. The southern Ballona Creek channel levee would remain unchanged from its current condition. Alternative 3 would include restoration of Area A and a new perimeter flood risk management levee.

A new earthen levee would be built around the northern perimeter of Area A as described in the Proposed Project. The levee would be broad and gently sloped toward the restored wetlands, protecting development from potential flooding of Ballona Creek and providing upland and transitional habitat zones within the restored Ballona Reserve. Between the new perimeter levee and the existing Ballona Creek channel levee a variety of coastal wetland habitats would be restored within the created marsh plain similar to those proposed in the Proposed Project.

As in the Proposed Project, Alternative 3 would provide new trails and bicycle paths in Area A, which would encourage safe use by visitors, and gateway entrances with educational and art installations. There would be no new trails in Area B or in Area C. A new parking structure along Fiji Way for use by DBH, CDFW staff, and the public would reduce the existing parking area footprint within this portion of the Ballona Reserve by approximately 0.68 acre. Alternative 3 would include improvements to the existing West Culver Parking Lot in West Area B to make access safer and more appealing to visitors.

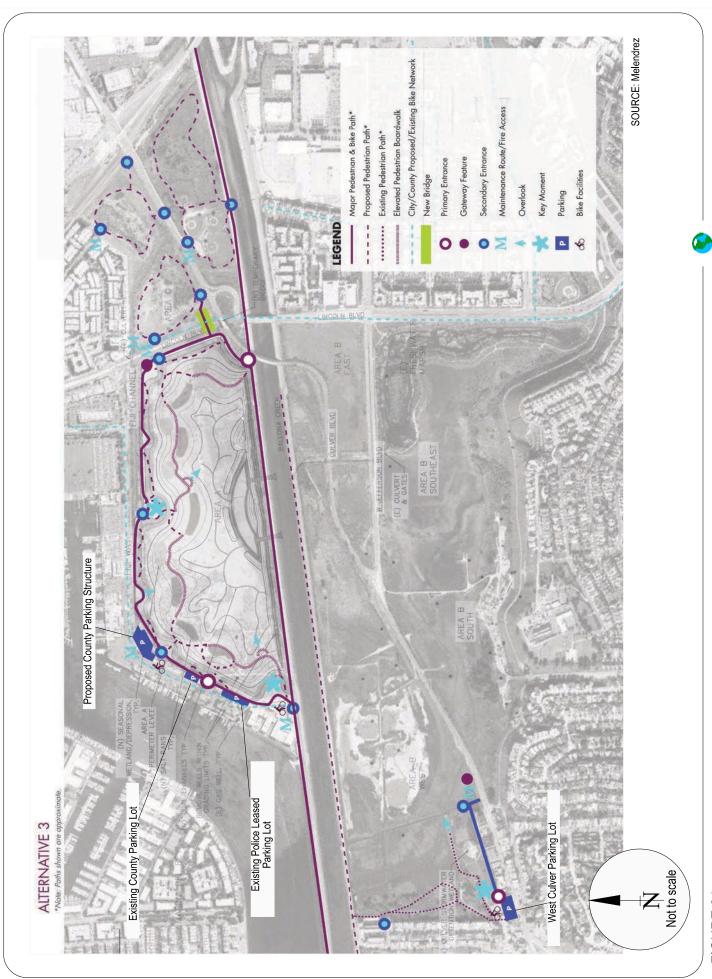


FIGURE 21 BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 3 - PUBLIC ACCESS PLAN

Alternative 3 is intended to reduce temporary and permanent impacts to Federal and state jurisdictional wetlands, and eliminate the potential need to reestablish state-listed endangered Belding's Savannah Sparrow nesting habitat prior to implementation of a project phase that could impact the habitat, as under the Proposed Project. However, Alternative 3 would result in restoring less tidal wetland and other habitats in the Ballona Reserve than proposed under the Project.

# **Alternative 3 Trip Generation**

Under Alternative 3, Ballona Wetlands Ecological Reserve would contain approximately 581 acres, same as the Proposed Project. The points of vehicular access, parking locations, amount of parking provided and amenities provided will be the same as the Proposed Project. Utilizing the ITE's Trip Generation Manual, 9th Edition trip rates, the Alternative 3 trip generation was determined and is summarized in Table 18. From Table 18, it can be observed that the Alternative 3 trip generation would result in a total of approximately 378 daily trips of which 12 trips would occur during the morning peak hour and 52 trips during the evening peak hour. From Table 11, it can be observed that this alternative generates the same amount of trips as the Proposed Project.

# **Alternative 3 Traffic Conditions**

Table 19 summarizes the intersection morning and evening peak hour traffic conditions analysis associated with this alternative. It can be observed from this table that the Cumulative (2023) plus Project — Alternative 3 would result in similar traffic condition as the Proposed Project. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Nicholson Street/Culver Boulevard: PM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

TABLE 18
ESTIMATED ALTERNATIVE 3 WEEKDAY TRIP GENERATION

			٨	AM Peak Hour	ır	Д	PM Peak Hour	nr
	Size	Daily	Z	OUT	TOTAL	Z	DOT	TOTAL
<b>Proposed Project</b> Ballona Wetlands Ecological Reserve	581 acres	378	2	5	12	32	20	52
Trip Rates [1] State Park/County Park (ITE Land Use 413/412)	Trips per acre	0.65	61%	39%	0.02	61%	%68	0.09

[1] Trip generation of the Ballona Wetlands Ecological Reserve was estimated using county park and state park trip generation rates from ITE Trip Generation Manual, 9th Edition, 2012.

TABLE 19 SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3

National Colored No.   Color		Peak	Existing (2015) Conditions	(2015) itions	Existing (2015) plus Project - Alt 3	015) plus - Alt.3	Project Increase	Significant	Cumulative (2023)	e (2023) aditions	Cumulative (2023) plus Project - Alt 3	(2023) plus	Project Increase	Significant Project
Admirately Vitory & Bail Vitory Admirately Vitory & Bail Vitory Bail Vitory & Martinato Vitory & Mar	Š	Hour	N/C	SOT	N/C	SOT	in V/C	Impact	N/C	SOT	N/C	SOT	in V/C	Impact
Admitistry Way & Hyllway  Admitistry Way & Hyllway & Hyllway  Admitistry Way & Hyllway  Admitistry Way & Hyllway & Hyllway  Admitistry Way & Hyllway & Hyllway & Hyllway  Admitistry Way & Hyllway & Hyllway & Hyllway & Hyllway & Hyllway  Admitistry Way & Hyllway & H		A A	0.616	а а	0.616	а а	0.000	0 0 Z Z	0.656	ш ш	0.656	ш ш	0.000	0 N
Lincoin Boulevard & Marine (SR-90) Expressional Fight (SR-90) Expressional Administry Way & Fij Way         Amount of the color o	(N	A M	0.667	ВΑ	0.667	ΒΨ	0.001	0 0 Z Z	0.709	Om	0.709	υm	0.001	8 S
Uncoin Boulevard & Matria (SN-40) Expression) II 1         AM 0777         C 0788         C 0700         No         0.885         C 0788         C 0700         No         0.885         C 0788         C 0700         No         0.785         C 0798         C 0700         No         0.785         C 0799         C 0790         No         0.785         C 0799	(7)	AM PM	0.451	∢ ∢	0.452	<b>4</b> 4	0.001	0 0 Z Z	0.485	44	0.486	44	0.001	8 g
Lincoin Boulevard's Bail Way:  Lincoin Boulevard's Chiver Loop  MM 0720 C 0770 C 0770 C 0700 Mo 0771 C 0770 C 0700 Mo 0771 C 0771 C 0700 Mo 0771 C 0771 C 0771 C 0700 Mo 0771 C 0771 C 0770 C 0700 Mo 0771 C 0771	4	AM PM	0.837	٥٥	0.838	٥٥	0.001	0 0 Z Z	0.937	ШΟ	0.938	ШΟ	0.001	8 g
Lincoin Boulevard & Ball Visy,         A         0.569         A         0.569         A         0.569         A         0.569         A         0.569         A         0.000         No         0.589         A         0.569         A         0.000         No         0.589         A         0.569         A         0.000         No         0.589         B         0.689         D         0.000         No         0.771         C         0.778         C         0.000         No         0.771         No         0.000         No         0.000         No         0.771         No         0.000         No         <	(J)	AM PM	0.717	OB	0.717	OB	0.000	0 0 Z Z	0.793	υυ	0.793	00	0.000	8 S
Lincoin Boulevard & Fiji Way         AM         0.770         C         0.778         C         0.078         C         0.004         No         0.787         C         0.004           Lincoin Boulevard & Fiji Way         PM         0.781         C         0.783         C         0.003         No         0.527         C         0.004         No         0.527         C         0.007         No         0.004         No         0.527         C         0.007         No         0.004         No         0.004         No         0.007         No         0.007 <th>9</th> <td>AM PM</td> <td>0.509</td> <td>4 4</td> <td>0.509</td> <td><b>4</b> 4</td> <td>0.000</td> <td>0 0 Z Z</td> <td>0.585</td> <td>ΑB</td> <td>0.585</td> <td><b>∀</b> Ø</td> <td>0.000</td> <td>8 S</td>	9	AM PM	0.509	4 4	0.509	<b>4</b> 4	0.000	0 0 Z Z	0.585	ΑB	0.585	<b>∀</b> Ø	0.000	8 S
Lincoin Boulevard & FijiWay         AM         0.625         B         0.637         B         0.000         No         0.711         C         0.771         C         0.000         No         0.711         C         0.000         No         0.717         C         0.000         No         0.822         D         0.830         A         0.004         No         0.827         B         0.607         D         0.001         No         0.837         B         0.600         D         0.001         No         0.837         B         0.000         No         0.837         B         0.000         No         0.837         B         0.000         No         0.837         B         0.000         No         0.837         B         0.000 <th>7</th> <td>AM M</td> <td>0.710</td> <td>υυ</td> <td>0.710</td> <td>00</td> <td>0.000</td> <td>0 0 Z Z</td> <td>0.787</td> <td>00</td> <td>0.787</td> <td>00</td> <td>0.001</td> <td>0 0 2 0</td>	7	AM M	0.710	υυ	0.710	00	0.000	0 0 Z Z	0.787	00	0.787	00	0.001	0 0 2 0
Lincoin Boulevard & Culver Loop         AM         0.865         A         0.001         No         0.877         B         0.877         B         0.000           Lincoin Boulevard & Jefferson Boulevard         PM         0.839         B         0.601         No         0.837         E         0.6874         B         0.001           Lincoin Boulevard & Jefferson Boulevard         AM         0.840         A         0.565         A         0.001         No         0.837         E         0.6874         B         0.000           Nicholson Street & Culver Boulevard         AM         0.856         A         0.000         No         0.687         B         0.687         B         0.000           Nicholson Street & Culver Boulevard         AM         0.782         C         0.000         No         0.782         C         0.732         C         0.000         No         0.945         E         0.000         No         0.945         B         0.	ω	A A	0.628	ш О	0.631	ш О	0.002	0 0 Z Z	0.711	00	0.712	00	0.001	0 0 2 2
Lincoin Boulevard & Jefferson Boulevard & Definition Boulevard & Sufferson Boulevard & Sufferson Boulevard & Buff Creek Drive         AM         0.544         A         0.644         B         0.001         No         0.837         E         0.003         B         0.001         No         0.687         B         0.000         No         0.687         B         0.000         D         0.000         No         0.687         B	O)	A M	0.805	O 4	0.806	<b>□</b> ∢	0.001	0 0 Z Z	0.877	Ω в	0.877	О В	0.000	8 8 2 8
Lincoin Boulevard & Bulf Creek Drive         AM         0.544         A         0.565         A         0.001         No         0.656         A         0.560         A         0.001         No         0.556         A         0.001         No         0.556         A         0.001         No         0.556         A         0.001         No         0.756         C         0.002         No         0.002         No         0.757         C         0.001         No         0.757         C         0.001         No         0.758         C         0.001         No         0.759         C         0.001         No         0.759         C         0.001         No         0.759         C         0.001         No         0.759         No         0.001         No         0.759         C	1	A A	0.840	О В	0.841	Ω В	0.001	0 0 Z Z	0.937	шО	0.937	ВΟ	0.000	0 0 2 2
Uniforeno Street & Culver Boulevard         AM         0.6652         B         0.0002         No         0.732         C         0.773         C         0.0002         No         0.735         C         0.773         C         0.0002         No         0.015         E         0.001         D         0.001         No         0.015         E         0.001         No         0.015         No         0.015         No         0.017		A M	0.544	∢ ∢	0.545	∢ ∢	0.001	0 0 Z Z	0.697	ω ∢	0.697	ω ∢	0.000	0 0 2
Jefferson Boulevard & Culver Boulevard & Culver Boulevard & SR-90 Eastbound Ramps         AM         0.727         C         0.727         C         0.000         No         0.815         E         0.886         D         0.000           Culver Boulevard & SR-90 Eastbound Ramps         AM         0.436         A         0.436         A         0.436         A         0.000         No         0.479         A         0.0479         A         0.000           Culver Boulevard & SR-90 Eastbound Ramps         AM         0.436         A         0.436         A         0.000         No         0.510         A         0.610         A         0.000         No         0.510         A         0.001         No         0.866         D         0.000         No         0.571         A         0.001         No         0.877         B         0.000         No         0.877         B         0.000         No         0.877         D         0.000         No         0.877	12	A A	0.652	ш О	0.652	В	0.000	0 0 Z Z	0.732	ОШ	0.733	ОШ	0.001	0 0 2 2
Culver Boulevard & SR-90 Eastbound Ramps         AM         0.466         A         0.036         No         0.479         A         0.479         A         0.000           Culver Boulevard & SR-90 Westbound Ramps         AM         0.798         C         0.798         C         0.000         No         0.866         D         0.866         D         0.000           Mindanao Way & Marina (SR-90) Expressway Eastbound         AM         0.756         C         0.757         C         0.001         No         0.827         D         0.877         D         0.000         No         0.624         B         0.000         No         0.634         B         0.001         No         0.634         B         0.001         No         0.634         B         0.001         No         0.634         B         0.001         No         0.654         C         0.001         No         0.654         B <td< td=""><th>5</th><td>A M</td><td>0.727</td><td>υo</td><td>0.727</td><td>00</td><td>0.000</td><td>0 0 Z Z</td><td>0.815</td><td>ОШ</td><td>0.816</td><td>О Ш</td><td>0.000</td><td>0 0 N</td></td<>	5	A M	0.727	υo	0.727	00	0.000	0 0 Z Z	0.815	ОШ	0.816	О Ш	0.000	0 0 N
Culver Boulevard & SR-90 Westbound Ramps         AM         0.798         C         0.798         C         0.000         No         0.866         D         0.866         D         0.000           Mindanao Way & Marina (SR-90) Expressway Westbound PPM         AM         0.756         C         0.757         C         0.001         No         0.827         D         0.007         D         0.001         No         0.827         D         0.000         D         0.000         No         0.657         D         0.000         No         0.653         B         0.001         No         0.653         B         0.001         No         0.653         B         0.002         No         0.653         B         0.001         No         0.654         B         0.001         No         0.654         B         0.001         No         0.054         No         0.055         B         0.055         No <th>4</th> <td>A A</td> <td>0.436</td> <td>∢ ∢</td> <td>0.436</td> <td>∢ ∢</td> <td>0.000</td> <td>0 0 Z Z</td> <td>0.479</td> <td>∢ ∢</td> <td>0.479</td> <td>۷ ۷</td> <td>0.000</td> <td>9 °2</td>	4	A A	0.436	∢ ∢	0.436	∢ ∢	0.000	0 0 Z Z	0.479	∢ ∢	0.479	۷ ۷	0.000	9 °2
Mindanao Way & Marina (SR-30) Expressway Eastbound         AM         0.756         C         0.001         No         0.827         D         0.827         D         0.000           Mindanao Way & Marina (SR-30) Expressway Westbound         AM         0.572         A         0.572         A         0.075         A         0.078         D         0.001         No         0.624         B         0.625         B         0.001           Vista del Mar/Vista del Mar Lane & Culver Boulevard         AM         0.782         C         0.783         C         0.001         No         0.878         D         0.879         D         0.001	4	A A	0.798	00	0.798	00	0.000	0 0 Z Z	0.866	ОШ	0.866		0.000	0 0 2 0
Mindanao Way & Marina (SR-90) Expressway Westbound         AM         0.572         A         0.572         A         0.000         No         0.624         B         0.6255         B         0.001           Vista del Mar/Vista del Mar/Vista del Mar/Vista del Mar Lane & Culver Boulevard         AM         0.782         C         0.783         C         0.001         No         0.878         D         0.001           Vista del Mar/Vista del	16	A M	0.756	υo	0.757	00	0.001	0 0 Z Z	0.827	۵۵	0.827	٥٥	0.000	0
Vista del Mar/Vista del Mar/Vista del Mar Lane & Culver Boulevard         AM         0.782         C         0.7783         C         0.001         No         0.878         D         0.879         D         0.001           PM         0.653         B         0.657         B         0.004         No         0.765         C         0.768         C         0.003	17	AM PM	0.572 0.559	∢ ∢	0.572	∢ ∢	0.000	0 0 Z Z	0.624	ш ш	0.625	в в	0.001	0
	18	A A	0.782	OM	0.783	OM	0.001	9 9 2 2	0.878	٥٥	0.879	٥٥	0.001	0 0 2 0

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location. VIC - Volume to Capacity Ratio LOS - Level of Service

As indicated in Table 19, similar to the Proposed Project, Alternative 3 Project does not cause significant impacts at any of the analyzed intersections under both existing and future conditions. Therefore, no project-specific mitigation measures would be required.

The associated intersection peak hour traffic volumes and capacity calculation worksheets for Cumulative (2023) plus Project - Alternative 3 conditions are attached in Appendix K.

# **Alternative 3 Construction Impact Analysis**

Construction of the Alternative 3 Project would be accomplished over an approximately four-year period, scheduled to commence in 2017 and completed in 2021. During this period, it is anticipated that all construction activity would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks. Alternative 3 would be implemented in one phase. The overall construction schedule for Alternative 3 is shown in Table 20. The restoration construction activities of Alternative 3 would be sequenced as shown in Table 20.

In Alternative 3, utilities would be relocated within the Ballona Reserve, Area A would be graded, and new levees would be constructed. Soil excavated from Area A would be transported off-site. Tide gates would be installed in the northern Ballona Creek channel levee and Area A would be re-vegetated.

Similar to the Proposed Project, it is anticipated that the greatest amount of construction-related peak hour trips would be generated in Year 2019 and includes the following overlapping construction sequences:

- Area A Grading and Export to Area C North & South Off-Site
  - Excavate Area A and export to C South (300,000 cubic yards total)
- Bike Path, Pedestrian Walkway and Amenities
  - Construct bike and ped trails on levees
  - Construct County Parking Structure Foundation
  - Construct County Parking Structure
- Off-Site Export
  - Export final excess dirt quantity (up to 1,230,000 cubic yards)

**CONSTRUCTION SCHEDULE AND SEQUENCES - ALTERNATIVE 3** TABLE 20

	-				-	
Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
1	В	Area "B" Southeast Gas Lines	1a. Remove and relocate existing gas line	1/2/2017	20	8
2	В	Area "B" South Enhancement	2a. Create stormwater detention/treatment swale/wetland (10,000 CY wet cut)	1/2/2017	40	26
c	<	[2,0,000 Got   2,0) A " cox A	3a. Remove existing inactive gas line	1/2/2017	10	8
n	τ	Area A das Lille Rellioval	3b. Cut and cap gas line at Fiji Way	1/2/2017	1	8
			32a. Drill new well at SoCal Gas Plant to replace Del Rey 17 and 19	1/2/2017	20	70
25	A & Property 1	A & Property 1 Gas Well Abandonment	32b. Abandon and plug Del Rey 13, 14, 15, 17, 18 and 19	3/13/2017	225	17
			32c. Remove existing gas lines serving removed wells	1/22/2018	10	8
			31a. Finish grading around wells	12/4/2017	10	26
c	D 9. Droporty, 1	Area "B" North Gas Line Relocation & Well	31b. Re-establish upland vegetation	12/18/2017	5	16
n.	b & riopeity 1	Abandonment	9c. Remove existing pipelines	7/4/2017	10	8
0,0	۵	Mobacda B Apaca Molls	29b. Abandon and plug Vidor 1, 2, 3, 5, 14, 18 and Del Rey 4, 5, 9, 11	3/13/2017	225	17
67	۵	Alea b Aballdoll Wells	29b. Remove existing pipelines	11/13/2017	10	8
30	В	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	26
21	۵	Finish Crading and Habitat Establishment	31a. Finish grading around wells	12/4/2017	10	26
TC	a	riinsii di adiing and madicat Establishinent	31b. Establish vegetation	12/18/2017	2	16
2	A & C	Lincoln Bridge	5a. Build Lincoln Bridge next to Culver Bridge to connect Area A to Area C North	7/4/2017	65	30
			6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017	10	35
9	A	Clear, Grub, and Stockpile Area "A"	6b. Remove trash	7/4/2017	20	35
98			6c. Stockpile	7/4/2017	20	35
			7a. Remove 36" concrete pipe near center of Area A	7/4/2017	2	8
7	A	Excavate Area "A"	7b. Excavate old fill from Area A (999,700CY wet cut, see note)	7/4/2017	400	80
			7c. Dig below (over excavate) future levees (30,000 CY dry cut)	7/4/2017	2	80
8	А	Area "A' Construct North Levee	8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017	35	90
10	<	Aran IA Evento Now Chancel	19a. Excavate Ballona Creek Channel in Area A (190,900 CY cut)	4/15/2019	55	80
CT	ť		Install culverts in existing north Ballona Creek levee	4/15/2019	20	26
16	7 % V	Area "A" Grading and Export Off-Site	16a. Excavate Area A and export Off-Site (1,230,000 CY Total; Split into Seq 's 16	8106/16/5	340	08
01	ž	Alea A Glading and Lyport Oil-Site	[(859k), 19/20 (195k), 21 (166k), and 24 (10k))	01/21/2010	2+5	8
17	ر	Remove invasives for Uplands Area "C" North	17a. Remove invasives Area C North & South	6/3/2019	45	16
/ T	ر	& South	17b. Re-establish upland vegetation	6/24/2019	5	16
			23a. Construct bike and ped trails on levees	10/14/2019	65	15
23	A&B	Bike Path, Pedestrian Walkway and Amenities	23b. Construct County Parking Structure Foundation	10/14/2019	09	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	А	Export	24a. Export final excess dirt quantity (Assume 1,230,000 CY, per line 16a.)	10/14/2019	340	2
Sources: Pso	Sources: Psomas, June 2015					

Sources: Psomas, June 2015

As indicated above, it is anticipated that most construction activities would occur on-site with the exception of the construction of the bridge across Lincoln Boulevard, construction activities associated with gas line relocation across Culver Boulevard, construction worker trips and off-site trucks.

The construction of the bridge across Lincoln Boulevard which requires off-site construction would occur for approximately three to four weeks in 2017. The gas line relocation and associated construction activities are anticipated to occur in 2017 and early 2018.

Alternative 3: Lincoln Boulevard Bridge Construction Impacts - The bridge across Lincoln Boulevard would be constructed during night-time hours (11:00 PM to 5:00 AM) for a period of three to four weeks. This would require intermittent closure of Lincoln Boulevard during night-time hours over a four-week period in 2017. It is anticipated that cranes will be used to place the bridge segments and secured over the existing abutments or new abutments adjacent to and north of the Culver Boulevard bridge structure. The intermittent night-time closures of Lincoln Boulevard would allow the cranes to swing the bridge segments (structural members) over the travel lanes to place them over the existing or new abutments and secure them. Once the members are in place and secured, the roadway would be opened. Emergency access will be maintained at all times. The current number of lanes along Lincoln Boulevard would not be affected during daytime (when there is no construction activity); and after the construction is complete, there would be no change to the number of lanes along Lincoln Boulevard.

Detailed 24-hour traffic counts were conducted along Lincoln Boulevard in the vicinity of the proposed bridge during September 2015. These traffic counts are included in Appendix B. It can be observed from the counts that traffic volumes along Lincoln Boulevard between the hours of 11:00 PM and 5:00 AM ranged from 48 vehicles to 380 vehicles in each direction in any one hour. Detailed construction traffic management plan would be prepared at the time of final design and would include specific details relative to detour routes, signage, temporary traffic control and hours of construction to the satisfaction of Caltrans and LADOT.

The potential detour route during construction (night-times for approximately three to four weeks) would include re-routing northbound Lincoln Boulevard traffic through the Culver Loop ramp to Marina Freeway back to Lincoln Boulevard, as well as through Jefferson Boulevard to Centinela

Avenue to Marina Freeway and then back to Lincoln Boulevard. The southbound Lincoln Boulevard traffic could also be re-routed through Marina Freeway to Culver Boulevard or Centinela Avenue and then back to Lincoln Boulevard. With the implementation of the detour routes and other construction traffic management plan elements along with restriction of construction activities to night-times (11:00 PM to 5:00 AM) only, there would be no residual construction traffic impacts due to the Lincoln Boulevard bridge construction.

The bridge across Lincoln Boulevard would be constructed in 2017. After construction, the movement of soil between Project Areas A and C would commence and occur on this bridge, reducing the need to use surface streets such as Lincoln Boulevard and Culver Boulevard. After construction activities associated with the Ballona Wetlands Restoration Project are complete, this bridge would become an integral part of the bicycle and pedestrian circulation system allowing visitors to cross Lincoln Boulevard as part of the recreational trails within the Ballona Reserve.

Alternative 3: Construction Traffic Impacts of Gas Line Relocation - Removal and relocation of existing gas lines in Area B would require partial closure of lanes along Culver Boulevard. Removal and relocation of existing gas lines in Area B would occur in 2017 and would require closure of half of Culver Boulevard over a four week period.

Detailed 24-hour traffic counts were conducted along Culver Boulevard west of Lincoln Boulevard during June 2015. These counts have been included in Appendix B. Based on these counts, it is recommended that the partial closure of Culver Boulevard for construction activity be between the hours of 11:00 PM to 5:00 AM when traffic along Culver Boulevard is minimal, ranging from approximately 30 vehicles to 206 vehicles in either direction during this time period. A detailed construction traffic management plan including detour routes, signage, traffic control and hours of construction would be prepared at the times of final design to the satisfaction of LADOT.

The potential detour route during construction activities associated with gas line relocation across Culver Boulevard (night-time periods for three weeks per location) would involve re-routing eastbound/northbound Culver Boulevard to Jefferson Boulevard to Lincoln Boulevard back to Culver Boulevard. The westbound/southbound Culver Boulevard would continue to use the partially open (half-roadway) Culver Boulevard during night-times.

With the implementation of the construction traffic management plan including detour routes and night-time hours of construction, there would be no residual significant traffic impacts due to the gas line relocation component of the Alternative 3 Project.

An evaluation of detailed construction traffic analysis for Alternative 3 follows:

Based on the construction schedule shown in Table 20, the heaviest or most intense construction phase for the Alternative 3 Project would occur in the year 2019. During this period, multiple construction activities would overlap with one another including off-site soil export. Table 21 summarizes the construction sequence/activity and the number of workers of each sequence for this peak construction period. As indicated in the table, a total of approximately 161 workers would be on-site, less than the Proposed Project. This does not include the workers for off-site soil export, which would arrive in their dirt-hauler truck from an outside yard to the site on a daily basis.

As part of the grading process, up to 1,230,000 cubic yards of soil could be removed/exported in Alternative 3 compared to 110,000 cubic yards of soil for the Proposed Project. This would require approximately 82,000 haul trips over a 70-week period. This results in more truck haul trips overall, over a longer period of time compared to the Proposed Project. However, based on 240 truck trips per day, Alternative 3 would result in approximately 480 truck trips per day, same as the Proposed Project during a typical peak construction day.

Table 22 summarizes the estimated trip generation of construction activity for Alternative 3. From Table 19, it can be observed that the workers' trip generation would result in a total of approximately 371 daily trips of which 16 trips would occur during the morning peak hour and 15 trips during the evening peak hour.

The construction activity would result in a maximum trip generation of approximately 1,571 daily trips of which 77 trips would occur during the morning peak hour and 15 trips during the evening peak hour. As indicated in Table 11, this alternative generates 10% less construction activity trips in the morning peak hour and 56% less construction activity trips in the evening peak hour than the Proposed Project.

PEAK CONSTRUCTION ACTIVITY/SEQUENCES - ALTERNATIVE 3 TABLE 21

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
16	7 & A	Area "A" Grading and Export Off-Site	16a. Excavate Area A and export Off-Site (1,230,000 CY Total; Split into Seq 's 16 (859k), 19/20 (195k), 21 (166k), and 24 (10k))	5/21/2018	340	80
			23a. Construct bike and ped trails on levees	10/14/2019	65	15
23	A&B	Bike Path, Pedestrian Walkway and Amenities	Bike Path, Pedestrian Walkway and Amenities 23b. Construct County Parking Structure Foundation	10/14/2019	09	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	А	Export	24a. Export final excess dirt quantity (Assume 1,230,000 CY, per line 16a.)	10/14/2019	340	2
			)1	TOTAL NUMBER OF WORKERS	F WORKERS	161

Sources: Psomas, June 2015
Note: Construction activities would only occur during weekdays and in particular seasons of the year.

TABLE 22 ESTIMATED TRIP GENERATION - CONSTRUCTION ACTIVITY: ALTERNATIVE 3

		٩	AM Peak Hour	ır	_	PM Peak Hour	_
	Daily	N	OUT	TOTAL	Z	TUO	TOTAL
Construction Workers [1]	371	14	2	16	3	12	15
Soil Export [2,3] (Dump Truck Trips)	1,200	75	22	150	0	0	0
Total Trips	1,571	89	2.2	166	ဗ	12	15

maximum construction workers anticipated during peak construction period equivalent to 161 with a SCAg-model based AVR of 1.44 was used in this analysis. Additionally, most of this construction worker traffic would occur before the peak hours on weekdays. However, it was conservatively assumed 1] For the purpose of this analysis, ITE 9th Edition trip generation rates for workers at an office use was utilized. Per project construction description, that 30% of the construction worker peak hour traffic would occur during the AM and PM peak hours.

[2] Assumes an average of 15 cubic yards (c.y.) of soil per truck haul with an average headway of 2 minutes between trucks leaving the site. Soil export operations would end before evening peak hour traffic. Therefore, no truck trips would occur during the PM peak hour.

[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5.

The results of the Cumulative (2019) with Construction Activity – Alternative 3 traffic analysis are summarized on Table 23. It can be observed from this table that the Cumulative (2019) with Construction Activity – Alternative 3 would result in similar traffic conditions as the Proposed Project. As indicated in the table, 16 of the 18 study intersections are projected to operate at LOS D or better during both the morning and evening peak hours. The remaining locations are projected to operate at LOS E and include:

- Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
- Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
- Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
- SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E

As indicated in Table 23, similar to the Proposed Project, none of the analyzed locations would be significantly impacted by the traffic associated with the construction activity of the Alternative 3 Project. Therefore, no traffic-related mitigation measures would be required for the Proposed Project.

The associated intersection peak hour traffic volumes and capacity calculation worksheets for Cumulative (2019) with Project Construction Activity - Alternative 3 conditions are attached in Appendix L.

### Summary

On an overall basis, this alternative would adversely impact traffic to the same degree as that of the Proposed Project. The construction related traffic effects of Alternative 3 would adversely impact traffic to a lesser degree than the Proposed Project. However, the effects of Alternative 3 construction related traffic (i.e. export of soil to off-site facilities) would last for a longer period of time than the Proposed Project, 70 weeks compared to 7 weeks. No significant differences in travel patterns outside the project area would be expected between this alternative and the Proposed Project.

TABLE 23
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - CONSTRUCTION ANALYSIS: ALTERNATIVE 3

		<del>   </del>	Cumulativ	/e (2019)	Cumulative	(2019) with	Project	Significant
		Peak	Base Co		Constructi		Increase	Project
No.	Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact
1.	Admiralty Way & Bali Way	AM PM	0.639 0.672	B B	0.639 0.672	B B	0.000 0.000	No No
2.	Admiralty Way & Mindanao Way	AM PM	0.690 0.634	B B	0.691 0.636	B B	0.001 0.002	No No
3.	Admiralty Way & Fiji Way	AM PM	0.471 0.365	A A	0.472 0.368	A A	0.001 0.003	No No
4.	Lincoln Boulevard & Washington Boulevard	AM PM	0.915 0.870	E D	0.916 0.870	E D	0.001 0.000	No No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM PM	0.774 0.778	C C	0.774 0.779	C	0.000 0.001	No No
6.	Lincoln Boulevard & Bali Way	AM PM	0.571 0.616	A B	0.571 0.616	A B	0.001 0.000	No No
7.	Lincoln Boulevard & Mindanao Way	AM PM	0.768 0.870	C D	0.798 0.872	C D	0.030 0.001	No No
8.	Lincoln Boulevard & Fiji Way	AM PM	0.694 0.801	B D	0.713 0.802	C D	0.019 0.001	No No
9.	Lincoln Boulevard & Culver Loop	AM PM	0.855 0.621	D B	0.856 0.621	D B	0.001 0.000	No No
10.	Lincoln Boulevard & Jefferson Boulevard	AM PM	0.915 0.803	E D	0.915 0.803	E D	0.000 0.000	No No
11.	Lincoln Boulevard & Bluff Creek Drive	AM PM	0.682 0.523	B A	0.682 0.524	B A	0.000 0.001	No No
12.	Nicholson Street & Culver Boulevard	AM PM	0.715 0.892	C D	0.715 0.892	C D	0.001 0.001	No No
13.	Jefferson Boulevard & Culver Boulevard	AM PM	0.796 0.963	C E	0.796 0.964	C E	0.000 0.001	No No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM PM	0.467 0.495	A A	0.467 0.497	A A	0.000 0.001	No No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM PM	0.844 0.948	D E	0.845 0.949	D E	0.001 0.001	No No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM PM	0.807 0.853	D D	0.824 0.853	D D	0.018 0.000	No No
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM PM	0.609 0.616	B B	0.609 0.617	B B	0.000 0.001	No No
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM PM	0.856 0.744	D C	0.856 0.744	D C	0.000 0.000	No No

<sup>[1]</sup> Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

### **ALTERNATIVE 4 – NO PROJECT**

Under Alternative 4, the No Federal Action/No Project Alternative, the proposed federal action would be denied, and state and local permits and other authorizations necessary for the Project also would be denied. The extents of Alternative 4 and its public access plan are shown in Figure 22.

No substantial changes would be made to the physical or human environment within the Ballona Reserve and no new wetlands restoration would take place, although the continuation of previously-permitted restoration activities would be allowed, such as the small-scale control of invasive plant species by hand-tools only and the planting and seeding of native species. SoCalGas Company activities on the portion of its property within the Project site would continue in accordance with existing permits and approvals.

CDFW would continue to remove trash and debris, remove homeless encampments, and monitor and enforce other unauthorized or illegal activities. Management of the existing tide gates to provide some acclimation to sea level rise would be possible temporarily, but the tide gates eventually would have to be closed permanently and the tidal wetland habitats cut off from the estuary due to sea level rise. No changes would be made to existing elevations within the Ballona Reserve, existing armored levees channelizing Ballona Creek would remain in place, and Ballona Creek would not reconnect with the wetland floodplain. Additionally, no new culverts would be created.

Existing restricted access to the Ballona Reserve would continue, remaining closed to the public except for managed access where authorized by CDFW for such uses as educational tours and wildlife viewing trips, scientific research and monitoring, bicycling (only on the existing Area A levee bicycle path), fishing and boating (only in the Ballona Creek channel), habitat restoration, and baseball (in South Area C). No new visitor or recreational improvements or amenities would be provided, no parking structure would be constructed or operated, and no improvements to existing parking areas would be made.

SoCalGas would continue to manage wells and pipelines within the Ballona Reserve and would independently pursue well and pipeline abandonment and/or relocation based on facilities priorities.

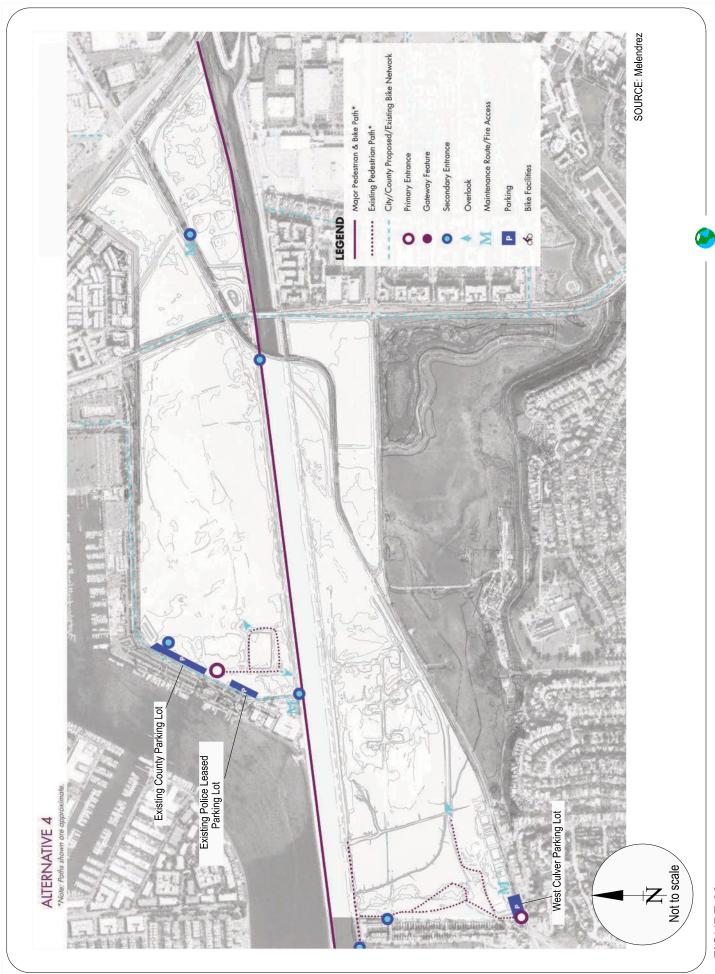


FIGURE 22 BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 4 - PUBLIC ACCESS PLAN

The no project alternative assumes there would be no change to the existing conditions and use of the Project site. The volumes and traffic conditions for this alternative are equivalent to the Future Cumulative 2023 Base (without Project) conditions scenario. Roadway network assumptions would also be similar to those in Future Cumulative (2023) Base conditions. Therefore, this alternative will result in traffic conditions similar to Cumulative (2023) Base conditions as detailed in Chapter IV. This alternative will result in no significant traffic impacts and would have lesser adverse impacts than those of the Proposed Project.

### IX. SUMMARY OF CONCLUSIONS

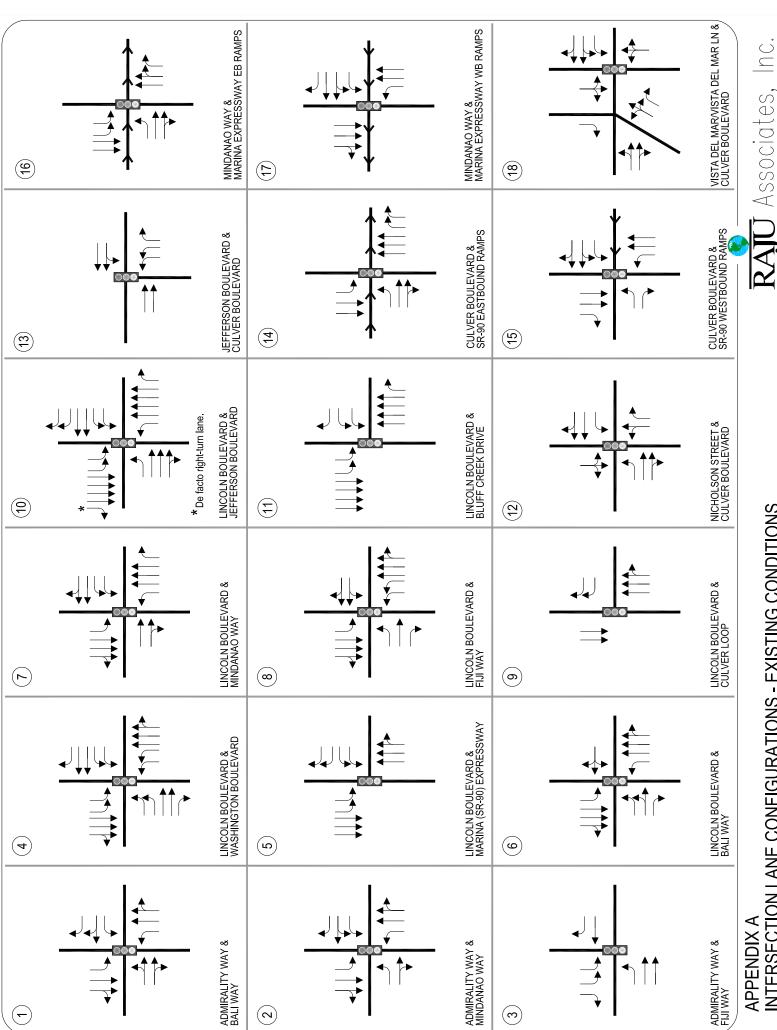
This study was undertaken to assess existing traffic conditions with and without the Proposed Project, estimate future conditions with and without the Proposed Project, analyze potential traffic impacts of the Proposed Project, assess required improvements and identify/recommend project mitigation to alleviate the significant traffic impacts on the transportation system, if needed. Raju Associates, Inc. performed this detailed study and the following summarizes the results of the analysis:

- A total of 18 intersections were analyzed within the study area for this project. The study
  area is bounded by Washington Boulevard on the north, Bluff Creek Drive on the south,
  Vista del Mar and Admiralty Way on the west, and the Marina Expressway/Freeway on
  the east.
- Currently, all of the analyzed intersection locations are operating at levels of service (LOS)
   D or better during both the morning and evening peak hours.
- In the Cumulative (Future Year 2023) Base conditions, i.e., future conditions without the implementation of the Proposed Project, 16 of the 18 study intersections are projected to operate at LOS D or better during the morning peak hour. During the evening peak hour, 15 of the 18 study intersections are also projected to operate at LOS D or better. The remaining locations are projected to operate at LOS E and include:
  - ➤ Lincoln Boulevard/Washington Boulevard: AM peak hour LOS E
  - ➤ Lincoln Boulevard/Jefferson Boulevard: AM peak hour LOS E
  - Nicholson Street/Culver Boulevard: PM peak hour LOS E
  - > Jefferson Boulevard/Culver Boulevard: PM peak hour LOS E
  - SR-90 Freeway Westbound Ramps/Culver Boulevard: PM peak hour LOS E
- The Proposed Project includes restoration of the Ballona Wetlands Ecological Reserve. The Project is estimated to generate a total of 12 trips during the morning peak hour and 52 trips during the evening peak hour.
- In the Existing (2015) plus Project conditions, both AM and PM peak hour operating conditions would be similar to those for the Existing conditions (without the project). All of the study intersections are projected to continue to operate at LOS D or better during both the morning and evening peak hours. Traffic generated by the Project would not change the intersection levels of service from existing conditions.

- The Existing (2015) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- In the Cumulative (Future Year 2023) plus Project conditions, both AM and PM peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. Traffic generated by the Project would not change the intersection levels of service from cumulative base conditions.
- The Cumulative (Future Year 2023) plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Construction impacts of the Proposed Project were assessed. The construction activity
  associated with the Proposed Project would not cause significant traffic impacts at any of
  the analysis locations during the weekday morning and evening peak hours.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) arterial monitoring locations and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during the weekday evening peak hour. Per CMP guidelines, no further CMP analysis is required.
- <u>Project Alternatives</u> Four project alternatives including Alternative 1 Proposed Action (also referred to as the Proposed Project and results summarized above), Alternative 2 Partial Restoration, Alternative 3 Levee Culverts and Oxbow and Alternative 4 No Federal Action/No Project were evaluated. Detailed operational and construction activity traffic impact analyses at the study intersections were conducted.
- Alternative 2: Partial Restoration Restore contiguous tidal wetlands in Area A and North Area B, maintain existing managed wetland in West Area B, and enhance managed wetlands in South Area B. Alternative 2 would adversely impact traffic to the same degree as that of the Proposed Project and would have similar construction related traffic effects. Similar to the Proposed Project (Alternative 1), Alternative 2 would not cause significant operational and/or constructed related traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.
- Alternative 3: Levee Culverts and Oxbow Restore tidal wetlands in Area A, maintain existing Area B managed wetlands, and restore wetlands in South Area C. Alternative 3 would adversely impact traffic to the same degree as that of the Proposed Project. The construction related traffic effects of Alternative 3 would adversely impact traffic to a lesser degree than the Proposed Project. Similar to the Proposed Project (Alternative 1), Alternative 3 would not cause significant operational and/or constructed related traffic impacts at any of the analysis locations during the weekday morning and evening peak hours.

# **APPENDIX A**

**Intersection Lane Configurations** 



# INTERSECTION LANE CONFIGURATIONS - EXISTING CONDITIONS

## **APPENDIX B**

**Existing Traffic Counts** 

### **National Data & Surveying Services**

**Project ID:** 15-5241-012 Day: Wednesday

City: Los Angeles **Date:** 4/22/2015 ΑМ

_						А	M						
NS/EW Streets:	Ac	dmiralty W	y	Ac	dmiralty Wy	/		Bali Wy			Bali Wy		
	N	ORTHBOU	ND	SC	DUTHBOUN	ID	E	ASTBOUN	D	W	ESTBOUN	ID	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	0	0.5	1	0.5	1	0.5	1.5	
7:00 AM	2	219	7	35	159	3	2	3	3	1	7	30	471
7:15 AM	2	251	2	36	161	2	0	3	1	9	5	56	528
7:30 AM	4	285	7	44	207	1	3	2	1	3	4	73	634
7:45 AM	5	286	9	43	277	0	4	5	3	5	10	76	723
8:00 AM	5	298	2	52	263	5	5	2	3	6	12	91	744
8:15 AM	7	230	7	54	252	2	2	6	6	8	10	83	667
8:30 AM	6	284	12	64	263	6	1	6	5	3	9	76	735
8:45 AM	6	331	7	58	340	5	5	4	1	5	10	96	868
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	37	2184	53	386	1922	24	22	31	23	40	67	581	5370
APPROACH %'s:	1.63%	96.04%	2.33%	16.55%	82.42%	1.03%	28.95%	40.79%	30.26%	5.81%	9.74%	84.45%	
PEAK HR START TIME :	800	AM											TOTAL
PEAK HR VOL :	24	1143	28	228	1118	18	13	18	15	22	41	346	3014
PEAK HR FACTOR:		0.868			0.846			0.821			0.921		0.868

### **National Data & Surveying Services**

**Project ID:** 15-5241-012 Day: Wednesday

City: Los Angeles **Date:** 4/22/2015 РМ

							P	M						
NS/EW St	reets:	Ac	dmiralty W	у	Ac	lmiralty W	y		Bali Wy			Bali Wy		
		NO	ORTHBOU	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	W	ESTBOUN	D	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	2	0	2	2	0	0.5	1	0.5	1	0.5	1.5	
	0 PM	7	221	21	76	326	4	7	11	7	12	10	82	784
4:15	5 PM	10	233	15	79	303	8	6	11	4	5	11	103	788
4:30	0 PM	7	227	30	73	323	7	8	6	6	3	10	95	795
4:45	5 PM	9	240	11	65	302	10	2	4	7	11	10	95	766
5:00	0 PM	6	230	43	68	305	5	2	18	7	7	9	91	791
5:15	5 PM	8	226	20	75	350	5	2	7	7	4	11	94	809
5:30	0 PM	3	238	31	62	338	6	4	11	3	9	9	103	817
5:45	5 PM	4	278	19	63	336	7	7	12	5	4	8	94	837
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLU	MES:	54	1893	190	561	2583	52	38	80	46	55	78	757	6387
APPROACH	%'s :	2.53%	88.58%	8.89%	17.55%	80.82%	1.63%	23.17%	48.78%	28.05%	6.18%	8.76%	85.06%	
PEAK HR START T	TIME :	500	PM											TOTAL
PEAK HR	VOL :	21	972	113	268	1329	23	15	48	22	24	37	382	3254
PEAK HR FAC	TOR:		0.919			0.942			0.787			0.915		0.972

### **National Data & Surveying Services**

**Project ID:** 15-5241-013 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles AM

						A							
NS/EW Streets:	Ac	dmiralty Wy	y	Ac	dmiralty Wy	y	Mi	ndanao W	у	Mi	ndanao W	'y	
	NO	ORTHBOUN	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	V	/ESTBOUN	ID	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	0	1	0.5	0.5	1.5	0.5	1	
7:00 AM	4	136	9	65	87	2	2	4	3	29	5	80	426
7:15 AM	2	170	7	69	94	0	1	2	0	20	16	100	481
7:30 AM	7	212	8	109	110	3	4	2	3	19	8	92	577
7:45 AM	11	205	7	115	154	6	16	10	1	28	18	120	691
8:00 AM	5	194	8	123	127	1	3	8	4	39	15	119	646
8:15 AM	12	141	24	73	144	4	5	35	2	51	41	87	619
8:30 AM	6	209	8	119	133	8	6	5	6	34	13	102	649
8:45 AM	6	229	12	131	209	4	5	6	9	30	16	118	775
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	53	1496	83	804	1058	28	42	72	28	250	132	818	4864
APPROACH %'s:	3.25%	91.67%	5.09%	42.54%	55.98%	1.48%	29.58%	50.70%	19.72%	20.83%	11.00%	68.17%	
PEAK HR START TIME :	800	AM											TOTAL
PEAK HR VOL :	29	773	52	446	613	17	19	54	21	154	85	426	2689
PEAK HR FACTOR :		0.864			0.782			0.560			0.929		0.867

### **National Data & Surveying Services**

**Project ID:** 15-5241-013 Day: Wednesday

City: Los Angeles **Date:** 4/22/2015 РМ

_						Р	-1						
NS/EW Streets:	Ac	lmiralty W	'y	Ac	lmiralty W	У	Mi	ndanao W	у	Mir	ndanao W	у	
•	NO	ORTHBOU	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	W	ESTBOUN	ID	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	0	1	0.5	0.5	1.5	0.5	1	
4:00 PM	7	137	24	114	228	5	12	10	8	62	7	94	708
4:15 PM	4	138	30	93	223	7	9	12	8	62	15	104	705
4:30 PM	6	156	27	109	225	5	8	15	5	54	12	99	721
4:45 PM	7	116	35	79	237	6	9	9	6	66	13	128	711
5:00 PM	6	140	31	95	209	2	5	18	4	67	9	112	698
5:15 PM	6	148	34	104	276	5	4	10	8	64	6	98	763
5:30 PM	3	155	40	81	270	5	3	9	1	67	4	95	733
5:45 PM	2	149	30	101	242	3	7	7	4	57	4	132	738
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	41	1139	251	776	1910	38	57	90	44	499	70	862	5777
APPROACH %'s:	2.87%	79.59%	17.54%	28.49%	70.12%	1.40%	29.84%	47.12%	23.04%	34.87%	4.89%	60.24%	I
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	17	592	135	381	997	15	19	44	17	255	23	437	2932
PEAK HR FACTOR:		0.939			0.905			0.741			0.926		0.961

### **National Data & Surveying Services**

**Project ID:** 15-5241-014 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles AM

ı							-						ı
NS/EW Streets:	A	dmiralty W	/y	Ad	miralty W	у		Fiji Wy			Fiji Wy		
	N	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUNI	)	V	/ESTBOUN	ID	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	1	1	
7:00 AM	0	0	0	79	0	18	10	18	0	0	33	131	289
7:15 AM	0	0	0	77	0	13	16	7	0	0	36	159	308
7:30 AM	0	0	0	99	0	13	10	17	0	0	18	202	359
7:45 AM	0	0	0	135	0	16	21	21	0	0	27	185	405
8:00 AM	0	0	0	136	0	10	15	24	0	0	23	181	389
8:15 AM	0	0	0	165	0	20	20	33	0	1	15	159	413
8:30 AM	0	0	0	130	0	21	17	26	0	0	31	188	413
8:45 AM	0	0	0	196	0	22	30	29	0	0	20	216	513
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	0	0	1017	0	133	139	175	0	1	203	1421	3089
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	88.43%	0.00%	11.57%	44.27%	55.73%	0.00%	0.06%	12.49%	87.45%	ı İ
PEAK HR START TIME :	800	AM											TOTAL
PEAK HR VOL :	0	0	0	627	0	73	82	112	0	1	89	744	1728
PEAK HR FACTOR :		0.000			0.803			0.822			0.883		0.842

### **National Data & Surveying Services**

**Project ID:** 15-5241-014 Day: Wednesday

City: Los Angeles **Date:** 4/22/2015 РМ

-						P	М						
NS/EW Streets:	A	dmiralty W	/y	Ad	miralty W	у		Fiji Wy			Fiji Wy		
	N	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUNI	D	V	VESTBOUN	ID	
LANES:	NL 0	NT 0	NR 0	SL 2	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 1	WR	TOTAL
LAINES.	U	U	U	2	U	I	ļ	2	U	U	ı	1	
4:00 PM	0	0	0	201	0	26	14	58	0	0	27	105	431
4:15 PM	0	0	0	188	0	39	20	41	0	0	25	100	413
4:30 PM	0	0	0	198	0	14	11	33	0	2	32	107	397
4:45 PM	0	0	0	212	0	18	4	39	0	0	28	98	399
5:00 PM	0	0	0	194	0	27	12	46	0	0	23	112	414
5:15 PM	0	0	0	242	0	33	10	36	0	2	37	103	463
5:30 PM	0	0	0	239	0	24	8	24	0	3	23	109	430
5:45 PM	0	0	0	231	0	26	9	41	0	1	31	135	474
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	0	0	1705	0	207	88	318	0	8	226	869	3421
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	89.17%	0.00%	10.83%	21.67%	78.33%	0.00%	0.73%	20.49%	78.79%	I
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	0	0	0	906	0	110	39	147	0	6	114	459	1781
FLAKTIK VOL .	U	U	U	700	U	110	37	147	U	U	114	437	1701
PEAK HR FACTOR :		0.000			0.924			0.802			0.867		0.939



STREET:

TOTAL

562

4013

2954

7529

North/South Lincoln Blvd East/West Washington Blvd April 21, 2015 Weather: SUNNY Day: Tuesday Date: 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-73 WHEELED 183 137 92 BIKES 107 108 63 84 BUSES 66 60 41 43 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 591 7.45 459 8.15 355 8.45 282 8.00 PM PK 15 MIN 479 17.45 438 16.45 327 16.00 318 15.15 AM PK HOUR 9.00 2266 1736 8.15 1372 8.00 989 7.45 PM PK HOUR 1808 17.00 1707 16.45 1277 17.00 1224 17.00 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Sch Th Rt Total Th Rt Total N-S Sch Ped Ped 7-8 1514 98 2182 7-8 75 1248 3430 39 570 157 1016 8-9 628 1408 104 2140 8-9 209 1397 106 1712 3852 64 35 9-10 672 1406 188 2266 9-10 259 1220 107 1586 3852 42 50 0 1085 79 59 15-16 410 206 1701 15-16 234 1310 79 1623 3324 16-17 458 1158 174 1790 16-17 217 1364 98 1679 3469 73 40 3493 437 195 1808 1401 108 17-18 1176 17-18 176 1685 0 TOTAL 3175 7747 965 11887 TOTAL 1252 7708 573 9533 21420 396 270 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Hours Th Rt Total Hours Th Rt Total E-W Ped Sch Ped Sch 7-8 621 445 7-8 87 563 139 1921 57 66 1132 8-9 90 763 519 1372 8-9 137 659 181 977 2349 41 0 52 103 9-10 665 500 1268 9-10 138 566 200 904 2172 38 1 42 15-16 497 15-16 607 649 1238 266 311 1184 61 82 2 16-17 109 641 492 1242 16-17 268 659 243 1170 2412 40 56 17-18 102 674 501 1277 244 754 226 1224 2501 0 0 0 17-18

TOTAL

1140

3808

1300

6248

13777

314

14

365

### **National Data & Surveying Services**

**Project ID:** 15-5237-011 Day: Tuesday **TOTALS** 

City: Los Angeles **Date:** 4/21/2015 ΑМ

-						<u>Al</u>	1						
NS/EW Streets:	Li	incoln Blvd		Li	incoln Blvd		Was	shington B	lvd	Was	shington B	lvd	
	NO	ORTHBOUN	<b>I</b> D	SC	OUTHBOUN	ID	E	ASTBOUN	D	V	/ESTBOUN	ID	
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL
7:00 AM	110	356	33	18	165	16	15	120	97	19	96	25	1070
7:15 AM	135	410	21	26	242	23	19	151	100	25	122	36	1310
7:30 AM	138	365	23	54	289	10	20	161	116	21	163	37	1397
7:45 AM	187	383	21	59	320	26	12	189	132	22	182	41	1574
8:00 AM	160	355	23	60	339	22	17	195	128	43	184	55	1581
8:15 AM	137	358	30	55	370	34	20	185	139	23	164	42	1557
8:30 AM	140	349	25	48	365	30	29	180	124	38	152	43	1523
8:45 AM	191	346	26	46	323	20	24	203	128	33	159	41	1540
9:00 AM	149	357	37	69	350	26	20	164	115	34	155	50	1526
9:15 AM	181	367	29	57	284	24	20	180	141	40	145	53	1521
9:30 AM	172	348	53	68	280	28	32	175	124	31	130	56	1497
9:45 AM	170	334	69	65	306	29	31	146	120	33	136	41	1480
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	1870	4328	390	625	3633	288	259	2049	1464	362	1788	520	17576
APPROACH %'s:	28.38%	65.70%	5.92%	13.75%	79.92%	6.34%	6.87%	54.32%	38.81%	13.56%	66.97%	19.48%	
PEAK HR START TIME :	745	AM											TOTAL
PEAK HR VOL :	624	1445	99	222	1394	112	78	749	523	126	682	181	6235
PEAK HR FACTOR :		0.917			0.941			0.981			0.877		0.986

### **National Data & Surveying Services**

**Project ID:** 15-5237-011 Day: Tuesday **TOTALS** 

City: Los Angeles **Date:** 4/21/2015 РМ

-						PN	1						ı
NS/EW Streets:	Li	incoln Blvd	i	Li	ncoln Blvd		Was	shington B	lvd	Was	shington B	lvd	
	NO	ORTHBOUI	ND	SC	OUTHBOUN	ID	E	ASTBOUN	D	V	VESTBOUN	ID	
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL
3:00 PM	101	284	62	55	339	23	27	168	129	66	133	78	1465
3:15 PM	106	272	37	58	304	16	27	153	118	72	163	83	1409
3:30 PM	107	268	52	71	322	22	15	161	130	75	150	66	1439
3:45 PM	96	261	55	50	345	18	23	167	120	53	161	84	1433
4:00 PM	117	284	50	61	325	26	27	168	132	49	162	69	1470
4:15 PM	109	273	42	58	330	23	32	166	126	72	168	49	1448
4:30 PM	116	299	34	49	350	19	25	146	117	73	166	62	1456
4:45 PM	116	302	48	49	359	30	25	161	117	74	163	63	1507
5:00 PM	98	259	54	52	353	25	33	171	118	61	182	52	1458
5:15 PM	113	296	52	34	350	24	24	166	130	81	181	55	1506
5:30 PM	108	306	43	46	353	32	25	169	121	48	196	54	1501
5:45 PM	118	315	46	44	345	27	20	168	132	54	195	65	1529
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	1305	3419	575	627	4075	285	303	1964	1490	778	2020	780	17621
APPROACH %'s:	24.63%	64.52%	10.85%	12.57%	81.71%	5.71%	8.06%	52.28%	39.66%	21.74%	56.46%	21.80%	
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	437	1176	195	176	1401	108	102	674	501	244	754	226	5994
PEAK HR FACTOR :		0.944			0.977			0.991			0.965		0.980



STREET: North/South Lincoln Blvd East/West SR-90 Ramps Weather: Day: Tuesday Date: April 21, 2015 SUNNY Hours: 7-10 & 3-6 Chekrs: NDS School Day: YES District: I/S CODE N/B S/B E/B W/B DUAL-113 WHEELED 107 168 0 BIKES 40 30 0 0 BUSES 69 84 0 9 N/B TIME S/B TIME E/B TIME W/B TIME 0.00 AM PK 15 MIN 458 7.00 602 8.15 0 378 9.00 PM PK 15 MIN 456 17.30 625 17.30 0 0.00 264 17.45 AM PK HOUR 1665 7.00 2278 8.00 0 0.00 1372 8.45 PM PK HOUR 17.00 2431 16.45 0.00 17.00 1648 0 987 NORTHBOUND Approach **SOUTHBOUND Approach** TOTAL XING S/L XING N/L

Hours	I t	Th	Rt	Total	Hours	I t	Th	Rt	Total	N-S	Ped	Sch	Pe	d Sch
7-8	0	1517	148	1665	7-8	737	972	0	1700	3374	0	0		1 0
8-9	0	1309	209	1518	8-9	922	1356	0	2278	3796	2	0		1 0
9-10	0	1334	201	1535	9-10	827	1188	0	2015	3550	0	0	(	0 0
15-16	1	1155	166	1322	15-16	799	1417	0	2216	3538	1	0	(	0 0
16-17	2	1316	246	1564	16-17	783	1551	0	2334	3898	0	0		1 0
17-18	1	1355	292	1648	17-18	825	1575	0	2400	4048	0	0		1 0
TOTAL	4	7986	1262	9252	TOTAL	4893	8059	0	12952	22204	3	0	4	1 0

EASTBOUNI	D Approac	ch			WESTBOUN	D Approa	ach			TOTAL	XING '	W/L	XING	E/L
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	0	0	0	0	7-8	135	0	969	1104	1104	0	0	4	0
8-9	0	0	0	0	8-9	210	0	999	1209	1209	0	0	10	0
9-10	0	0	0	0	9-10	180	0	1186	1366	1366	0	0	5	0
15-16	0	0	0	0	15-16	207	0	703	910	910	0	0	12	0
16-17	0	0	0	0	16-17	222	0	749	971	971	0	0	5	0
17-18	0	0	0	0	17-18	188	0	799	987	987	0	0	13	0
TOTAL	0	0	0	0	TOTAL	1142	0	5405	6547	6547	0	0	49	0

### **National Data & Surveying Services**

**Project ID:** 15-5237-003 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

_						A	М						1
NS/EW Streets:	Li	incoln Blvd	I	Li	incoln Blvd		SI	R-90 Ramp	os	SR	-90 Ramp	S	
	NO	ORTHBOU	ND	SC	OUTHBOUN	ID	[	EASTBOUN	ID	W	'ESTBOUN	ID	
LANES:	NL 0	NT 3	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 2	TOTAL
7:00 AM	0	415	43	152	165	0	0	0	0	27	0	215	1017
7:15 AM	0	404	24	148	239	0	0	0	0	25	0	244	1084
7:30 AM	0	299	37	209	252	0	0	0	0	37	0	263	1097
7:45 AM	0	399	44	228	316	0	0	0	0	46	0	247	1280
8:00 AM	0	296	45	241	315	0	0	0	0	48	0	245	1190
8:15 AM	0	327	39	250	352	0	0	0	0	59	0	213	1240
8:30 AM	0	352	57	223	347	0	0	0	0	57	0	249	1285
8:45 AM	0	334	68	208	342	0	0	0	0	46	0	292	1290
9:00 AM	0	327	45	227	310	0	0	0	0	53	0	325	1287
9:15 AM	0	338	51	211	325	0	0	0	0	45	0	297	1267
9:30 AM	0	328	58	208	286	0	0	0	0	37	0	277	1194
9:45 AM	0	341	47	181	267	0	0	0	0	45	0	287	1168
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	4160	558	2486	3516	0	0	0	0	525	0	3154	14399
APPROACH %'s:	0.00%	88.17%	11.83%	41.42%	58.58%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	14.27%	0.00%	85.73%	l 1
PEAK HR START TIME :	830	AM											TOTAL
PEAK HR VOL :	0	1351	221	869	1324	0	0	0	0	201	0	1163	5129
PEAK HR FACTOR :		0.961			0.962			0.000			0.902		0.994

### **National Data & Surveying Services**

**Project ID:** 15-5237-003 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

_						P	M						i
NS/EW Streets:	Li	incoln Blvd	i	Li	incoln Blvd		SI	R-90 Ramp	os	SR	-90 Ramp	S	
•	NO	ORTHBOU	ND	SC	DUTHBOUN	ID	I	EASTBOUN	ID	W	'ESTBOUN	ID	
LANES:	NL O	NT 3	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 2	TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 1 0 0 0 0 1 1 1 0	286 260 295 314 352 307 324 333 287 327 379 362	36 39 44 47 57 62 58 69 80 74 77	200 198 212 189 177 193 196 217 201 225 201 198	349 344 350 374 398 364 391 398 386 379 424 386	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	47 49 54 57 41 63 63 55 37 51 40	0 0 0 0 0 0 0	183 190 149 181 191 173 189 196 180 211 204 204	1101 1080 1105 1162 1216 1162 1222 1269 1171 1268 1325 1271
TOTAL VOLUMES : APPROACH %'s :  PEAK HR START TIME :  PEAK HR VOL :	NL 4 0.09%	NT 3826 84.38%	NR 704 15.53%	SL 2407	ST 4543 65.37%	SR 0	EL 0 #DIV/0!	ET 0 #DIV/0!	ER 0 #DIV/0!	WL 617 21.51%	WT 0 0.00%	WR 2251 78.49%	TOTAL 14352
PEAK HR FACTOR:		0.904			0.960			0.000			0.935		0.950



TOTAL

1458

11

404

1873

STREET: North/South Lincoln Blvd East/West Bali Wy April 21, 2015 Weather: SUNNY Day: Tuesday Date: 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 98 98 20 4 BIKES 2 37 38 11 BUSES 69 74 0 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 466 7.00 418 8.30 78 9.30 9.45 PM PK 15 MIN 389 17.45 476 17.45 119 17.30 13 16.00 AM PK HOUR 1702 7.00 1593 9.00 8.00 285 8.45 PM PK HOUR 1381 17.00 1825 17.00 451 16.45 39 15.15 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Total Th Rt Total Th Rt N-S Ped Sch Ped Sch 7-8 1533 28 7-8 914 2798 141 1702 18 164 1096 0 0 8-9 193 1294 27 1514 8-9 34 1306 253 1593 3107 0 0 156 17 9-10 1294 21 1471 9-10 24 1138 232 1394 2865 1 0 0 101 1025 15-16 20 1146 15-16 42 1309 294 1645 2791 0 5 16-17 90 1212 14 1316 16-17 38 1466 319 1823 0 40 299 10 0 116 1256 1381 1486 1825 3206 17-18 17-18 TOTAL 797 7614 119 8530 TOTAL 196 7619 1561 9376 17906 50 0 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Hours Th Rt Hours Rt Total E-W Ped Sch Ped Sch 7-8 119 7-8 165 158 8-9 204 55 261 8-9 2 10 15 276 6 0 3 0 203 4 4 9-10 51 258 9-10 17 22 280 11 1 9 0 1 15-16 299 15-16 9 72 406 11 0 11 16-17 306 80 16-17 419 0 17-18 327 107 437 20 457 17 0 17-18

TOTAL

29

10

91

130

2003

58

42

### **National Data & Surveying Services**

**Project ID:** 15-5237-004 Day: Tuesday **TOTALS** 

City: Los Angeles **Date:** 4/21/2015 ΑМ

_						A	М						
NS/EW Streets:	Li	incoln Blvd		Li	incoln Blvd	I		Bali Wy			Bali Wy		
	NO	ORTHBOUN	ID	SC	DUTHBOU	ND	E	ASTBOUN	D	V	/ESTBOUN	D	
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL
		_	_		_	_				_	•	_	
7:00 AM	18	441	7	2	149	30	38	0	9	0	0	1	695
7:15 AM	34	410	8	5	240	29	33	0	12	0	0	1	772
7:30 AM	42	339	4	3	228	49	20	0	10	0	0	1	696
7:45 AM	47	343	9	8	297	56	28	0	8	0	1	3	800
8:00 AM	43	293	7	11	307	55	55	2	11	1	2	1	788
8:15 AM	46	336	10	2	326	80	48	0	12	1	1	2	864
8:30 AM	47	322	0	10	349	59	45	0	16	0	0	3	851
8:45 AM	57	343	10	11	324	59	56	0	16	0	0	4	880
9:00 AM	47	332	3	4	300	60	61	1	15	2	0	2	827
9:15 AM	51	329	7	6	314	60	45	1	12	2	0	3	830
9:30 AM	31	296	5	6	274	46	60	2	16	0	0	6	742
9:45 AM	27	337	6	8	250	66	37	0	8	0	1	6	746
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	490	4121	76	76	3358	649	526	6	145	6	5	33	9491
APPROACH %'s:	10.45%	87.92%	1.62%	1.86%	82.24%	15.90%	77.70%	0.89%	21.42%	13.64%	11.36%	75.00%	I
PEAK HR START TIME :	815	AM											TOTAL
PEAK HR VOL :	197	1333	23	27	1299	258	210	1	59	3	1	11	3422
PEAK HR FACTOR :		0.947			0.947			0.877			0.938		0.972

### **National Data & Surveying Services**

**Project ID:** 15-5237-004 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

-	PM												
NS/EW Streets:	L	incoln Blvd											
	N	ORTHBOUN	ND .	SC	DUTHBOU	ND	E	ASTBOUN	D	W	'ESTBOUN	ID	
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL
2.11201	•			•			110	0.0	•	, and the second	·	· ·	
3:00 PM	20	247	9	12	327	81	70	0	17	2	1	5	791
3:15 PM	19	231	3	8	314	<b>75</b>	82	0	17	4	0	5	758
3:30 PM	34	277	4	11	340	63	77	1	19	0	0	6	832
3:45 PM	28	270	4	11	328	75	70	0	19	3	0	8	816
4:00 PM	20	319	3	16	390	68	64	0	24	1	0	12	917
4:15 PM	18	297	3	10	336	90	73	1	17	2	2	4	853
4:30 PM	30	305	2	9	366	79	81	0	20	1	0	3	896
4:45 PM	22	291	6	3	374	82	88	0	19	1	0	6	892
5:00 PM	28	265	1	7	373	76	89	1	26	3	0	0	869
5:15 PM	34	296	2	11	369	58	76	0	33	3	0	7	889
5:30 PM	25	339	2	17	360	78	96	1	22	1	1	0	942
5:45 PM	29	356	4	5	384	87	66	1	26	2	1	2	963
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	307	3493	43	120	4261	912	932	5	259	23	5	58	10418
APPROACH %'s:	7.99%	90.89%	1.12%	2.27%	80.50%	17.23%	77.93%	0.42%	21.66%	26.74%	5.81%	67.44%	
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	116	1256	9	40	1486	299	327	3	107	9	2	9	3663
PEAK HR FACTOR :		0.888			0.959			0.918			0.500		0.951



17-18

TOTAL

17-18

TOTAL

STREET: North/South Lincoln Blvd East/West Mindanao Wy April 21, 2015 Weather: SUNNY Day: Tuesday Date: 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED BIKES BUSES N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 7.00 8.45 8.45 8.45 PM PK 15 MIN 17.30 17.45 15.15 17.15 AM PK HOUR 8.00 8.15 8.00 8.00 PM PK HOUR 17.00 17.00 15.00 16.30 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Th Rt Total Th Rt Total N-S Sch Sch Ped Ped 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18 TOTAL 2120 10757 TOTAL **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Total Hours Th Rt Hours Th Rt E-W Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 

### **National Data & Surveying Services**

**Project ID:** 15-5237-005 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

,						Ar	1						Ī
NS/EW Streets:	L	incoln Blvc	d	Li	incoln Blvd		Mi	ndanao Wy	y	Mi	ndanao W	у	
	N	ORTHBOU	ND	SC	OUTHBOUN	ID	E	ASTBOUNI	)	V	VESTBOUN	D	
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL
Er web.	•	J	•	•	J	Ü	J	_	Ü	_	-	J	
7:00 AM	14	460	81	18	131	2	0	79	5	53	94	21	958
7:15 AM	28	425	83	15	195	11	0	91	5	43	88	16	1000
7:30 AM	39	364	88	21	217	5	0	130	9	60	91	21	1045
7:45 AM	58	342	113	21	248	16	0	119	10	94	105	17	1143
8:00 AM	61	335	107	31	263	12	0	120	11	76	117	17	1150
8:15 AM	43	398	98	39	273	10	0	122	18	59	120	22	1202
8:30 AM	42	339	117	41	283	10	0	155	7	69	103	23	1189
8:45 AM	48	405	94	40	288	9	0	161	11	66	120	37	1279
9:00 AM	52	385	118	35	257	10	0	109	12	82	91	28	1179
9:15 AM	31	375	106	29	274	15	0	128	18	69	101	24	1170
9:30 AM	31	290	78	21	244	9	0	121	17	62	102	24	999
9:45 AM	38	351	86	22	237	10	0	114	19	79	95	28	1079
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	485	4469	1169	333	2910	119	0	1449	142	812	1227	278	13393
APPROACH %'s:	7.92%	72.99%	19.09%	9.90%	86.56%	3.54%	0.00%	91.07%	8.93%	35.05%	52.96%	12.00%	
PEAK HR START TIME :	815	AM											TOTAL
		<u> </u>	_			_							
PEAK HR VOL:	185	1527	427	155	1101	39	0	547	48	276	434	110	4849
PEAK HR FACTOR :		0.964			0.961			0.865			0.919		0.948

### **National Data & Surveying Services**

**Project ID:** 15-5237-005 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

_	PM												
NS/EW Streets:	Li	incoln Blvd	i	Li	COUTHBOUND EASTBOUND WESTBOUND  ST SR EL ET ER WL WT WR 3 0 0 2 0 2 2 0								
	N	ORTHBOU	ND	SC	DUTHBOUN	ID	E	ASTBOUN	D	V	VESTBOUN	D	
LANES:	NL 1	NT 3	NR 1	SL 1									TOTAL
3:00 PM	16	240	78	44	302	14	0	126	31	98	111	20	1080
3:15 PM	24	225	92	24	269	20	0	143	53	80	99	31	1060
3:30 PM	23	281	63	40	321	18	0	140	41	112	133	24	1196
3:45 PM	25	277	77	37	314	25	0	126	39	90	126	24	1160
4:00 PM	26	285	91	24	358	17	0	125	27	106	137	28	1224
4:15 PM	14	286	72	48	332	18	0	125	39	79	104	14	1131
4:30 PM	28	292	80	28	360	13	0	132	39	113	136	27	1248
4:45 PM	25	289	67	31	362	9	0	124	48	103	126	15	1199
5:00 PM	24	277	77	50	368	13	0	116	48	105	118	26	1222
5:15 PM	18	275	60	46	345	17	0	137	46	132	157	16	1249
5:30 PM	25	339	101	54	376	14	0	126	36	100	132	19	1322
5:45 PM	27	342	93	61	376	13	0	130	54	105	128	17	1346
TOTAL VOLUMES :	NL 275	NT 3408	NR 951	SL 487	ST 4083	SR 191	EL 0	ET 1550	ER 501	WL 1223	WT 1507	WR 261	TOTAL 14437
APPROACH %'s :	5.93%	73.54%	20.52%		85.76%	4.01%	0.00%	75.57%	24.43%	40.89%	50.38%	8.73%	
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL:	94	1233	331	211	1465	57	0	509	184	442	535	78	5139
PEAK HR FACTOR :		0.891			0.963			0.942			0.865		0.954



STREET: North/South Lincoln Blvd East/West Fiji Wy Day: April 21, 2015 Weather: SUNNY Tuesday Date: 7-10 & 3-6 Chekrs: Hours: NDS School Day: YES District: I/S CODE N/B E/B W/B S/BDUAL-WHEELED 129 87 33 8 BIKES 40 22 62 36 BUSES 69 57 18 0 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 731 8.15 374 8.30 185 8.45 22 9.45 PM PK 15 MIN 17.45 16.30 631 537 17.15 273 16.30 38 AM PK HOUR 2841 8.15 1457 8.00 8.00 9.00 634 75 PM PK HOUR 2216 17.00 2115 17.00 1018 16.30 118 16.30 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Th Total Hours Total N-S Rt Th Rt Ped Sch Ped Sch 7-8 1989 28 2828 7-8 23 982 63 3896 23 811 1068 0 8-9 0 8-9 837 1935 41 2813 45 1336 1457 4270 0 18 731 1756 38 0 9-10 2525 9-10 43 1269 65 1377 3902 0 18 0 61 446 1268 27 15-16 73 0 0 21 15-16 1741 1611 1745 3486 16-17 494 1394 35 1923 16-17 46 1839 80 1965 0 0 23 2216 1556 45 2115 4331 623 1982 17-18 17-18 TOTAL 3942 9898 206 14046 TOTAL 263 9019 445 9727 23773 0 122 EASTBOUND Approach WESTBOUND Approach TOTAL XING W/L XING E/L Н 7-8-

Hours	Lt	Th	Rt	Total
7-8	53	14	362	429
8-9	64	22	548	634
9-10	76	11	442	529
15-16	95	16	693	804
16-17	101	15	885	1001
17-18	81	24	895	1000
TOTAL	470	102	3825	4397

Lt	Th	Rt	Total
19	15	24	58
26	9	28	63
22	16	37	75
21	20	37	78
32	19	33	84
50	27	27	104
170	106	186	462
	19 26 22 21 32 50	19 15 26 9 22 16 21 20 32 19 50 27	19         15         24           26         9         28           22         16         37           21         20         37           32         19         33           50         27         27

E-W	Ped	Sch	Ped	Sch
487	1	0	3	0
697	2	0	3	0
604	1	0	5	0
882	0	0	8	0
1085	3	0	3	0
1104	0	0	0	0
4859	7	0	25	0

### **National Data & Surveying Services**

**Project ID:** 15-5237-006 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

-						A	Ч						
NS/EW Streets:	Li	incoln Blvd		Li	incoln Blvd			Fiji Wy			Fiji Wy		
	NO	ORTHBOUN	ID	SC	OUTHBOUN	ID	E,	ASTBOUN	D	V	/ESTBOUN	D	
LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 1	WL 0	WT 2	WR 0	TOTAL
LAINES.	2	3	U		3	U	'	•		U	2	U	
7:00 AM	155	519	7	1	186	12	9	1	69	4	1	6	970
7:15 AM	201	512	8	2	225	15	19	3	77	0	7	7	1076
7:30 AM	220	483	8	6	274	14	19	4	85	3	4	6	1126
7:45 AM	235	475	5	14	297	22	6	6	131	12	3	5	1211
8:00 AM	205	465	12	8	334	18	16	7	122	3	2	6	1198
8:15 AM	224	493	14	11	319	27	18	3	136	9	2	8	1264
8:30 AM	199	471	8	14	341	19	16	5	126	6	3	8	1216
8:45 AM	209	506	7	12	342	12	14	7	164	8	2	6	1289
9:00 AM	207	496	7	13	324	14	20	1	118	7	3	11	1221
9:15 AM	180	460	9	7	339	14	20	4	108	5	4	7	1157
9:30 AM	147	360	15	15	305	17	18	3	116	5	4	7	1012
9:45 AM	197	440	7	8	301	20	18	3	100	5	5	12	1116
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2379	5680	107	111	3587	204	193	47	1352	67	40	89	13856
APPROACH %'s:	29.13%	69.56%	1.31%	2.84%	91.93%	5.23%	12.12%	2.95%	84.92%	34.18%	20.41%	45.41%	
PEAK HR START TIME :	815	AM											TOTAL
PEAK HR VOL :	839	1966	36	50	1326	72	68	16	544	30	10	33	4990
PEAK HR FACTOR :		0.972			0.968			0.849			0.869		0.968

### **National Data & Surveying Services**

**Project ID:** 15-5237-006 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

-						PN	1						
NS/EW Streets:	Li	incoln Blvd		L	incoln Blvd			Fiji Wy			Fiji Wy		
	N	ORTHBOUN	ND .	SO	OUTHBOUN	ID	E	ASTBOUN	D	V	VESTBOUN	ID	
LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 1	WL 0	WT 2	WR 0	TOTAL
Little.	-	J		•	J		•	•	•	J	-	J	
3:00 PM	110	307	10	9	411	13	26	5	144	2	8	6	1051
3:15 PM	119	333	5	16	364	19	25	4	170	3	5	8	1071
3:30 PM	109	333	4	16	441	20	20	4	175	9	3	14	1148
3:45 PM	108	295	8	20	395	21	24	3	204	7	4	9	1098
4:00 PM	108	357	6	7	482	21	32	3	213	6	5	3	1243
4:15 PM	133	339	10	15	419	13	29	6	195	5	4	8	1176
4:30 PM	129	367	10	12	457	24	25	3	245	13	7	18	1310
4:45 PM	124	331	9	12	481	22	15	3	232	8	3	4	1244
5:00 PM	145	346	8	10	481	21	24	3	217	17	9	7	1288
5:15 PM	165	352	5	15	499	23	18	11	222	21	5	6	1342
5:30 PM	126	427	11	12	497	20	23	5	213	7	2	5	1348
5:45 PM	187	431	13	8	505	24	16	5	243	5	11	9	1457
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	1563	4218	99	152	5432	241	277	55	2473	103	66	97	14776
APPROACH %'s:	26.58%	71.73%	1.68%	2.61%	93.25%	4.14%	9.88%	1.96%	88.16%	38.72%	24.81%	36.47%	
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	623	1556	37	45	1982	88	81	24	895	50	27	27	5435
PEAK HR FACTOR :		0.878			0.985			0.947			0.788		0.933

### **National Data & Surveying Services**

**Project ID:** 15-5241-015 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles AM

	Airi											1	
NS/EW Streets:	Li	ncoln Blvd	t	l	incoln Blvd		(	Culver Blvd	i	С	ulver Blv	d	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	0	2	0	0	0	0	0	0	2	
7:00 AM	0	611	138	0	243	0	0	0	0	0	0	44	1036
7:15 AM	0	677	235	0	312	0	0	0	0	0	0	53	1277
7:30 AM	0	680	321	0	353	0	0	0	0	0	0	50	1404
7:45 AM	0	627	291	0	456	0	0	0	0	0	0	60	1434
8:00 AM	0	627	270	0	454	0	0	0	0	0	0	79	1430
8:15 AM	0	608	248	0	486	0	0	0	0	0	0	65	1407
8:30 AM	0	662	276	0	467	0	0	0	0	0	0	75	1480
8:45 AM	0	644	251	0	534	0	0	0	0	0	0	77	1506
9:00 AM	0	597	245	0	469	0	0	0	0	0	0	80	1391
9:15 AM	0	579	198	0	467	0	0	0	0	0	0	95	1339
9:30 AM	0	508	185	0	448	0	0	0	0	0	0	98	1239
9:45 AM	0	511	141	0	425	0	0	0	0	0	0	79	1156
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	7331	2799	0	5114	0	0	0	0	0	0	855	16099
APPROACH %'s:	0.00%	72.37%	27.63%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	
PEAK HR START TIME :	800 /	AM											TOTAL
PEAK HR VOL :	0	2541	1045	0	1941	0	0	0	0	0	0	296	5823
PEAK HR FACTOR :		0.956			0.909			0.000			0.937		0.967

### **National Data & Surveying Services**

**Project ID:** 15-5241-015 Day: Wednesday

**Date:** 4/22/2015 City: Los Angeles РМ

_	PM												
NS/EW Streets:	Li	ncoln Blvd	i	L	incoln Blvd		(	Culver Blvd Culver Blvd					
	NO	ORTHBOU	ND	D SOUTHBOUND				EASTBOUN	ID	W			
LANES:	NL 0	NT 3	NR 1	SL 0	ST 2	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 2	TOTAL
0.00.011													1050
3:00 PM	0	359	110	0	538	0	0	0	0	0	0	52	1059
3:15 PM	0	426	105	0	552	0	0	0	0	0	0	66	1149
3:30 PM	0	404	85	0	619	0	0	0	0	0	0	70	1178
3:45 PM	0	361	<b>9</b> 5	0	628	0	0	0	0	0	0	77	1161
4:00 PM	0	392	78	0	680	0	0	0	0	0	0	72	1222
4:15 PM	0	413	106	0	599	0	0	0	0	0	0	56	1174
4:30 PM	0	461	86	0	686	0	0	0	0	0	0	46	1279
4:45 PM	0	418	99	0	688	0	0	0	0	0	0	64	1269
5:00 PM	0	427	113	0	673	0	0	0	0	0	0	77	1290
5:15 PM	0	445	133	0	741	0	0	0	0	0	0	75	1394
5:30 PM	0	476	131	0	745	0	0	0	0	0	0	70	1422
5:45 PM	0	544	104	0	730	0	0	0	0	0	0	71	1449
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	5126	1245	0	7879	0	0	0	0	0	0	796	15046
APPROACH %'s:	0.00%	80.46%	19.54%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	l
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	0	1892	481	0	2889	0	0	0	0	0	0	293	5555
PEAK HR FACTOR :		0.916			0.969			0.000			0.951		0.958



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BUSES

STREET: North/South Lincoln Blvd East/West Jefferson Blvd Day: Tuesday Date: April 21, 2015 Weather: SUNNY 7-10 & 3-6 Hours: Chekrs: NDS School Day: YES District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 146 99 15 BIKES 36 44 22

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	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	941	7.30	510	8.45	173	9.15	359	8.45
PM PK 15 MIN	528	17.30	785	17.15	100	17.15	430	17.45
AM PK HOUR	3371	7.30	1938	8.15	643	8.45	1233	8.00
PM PK HOUR	1895	17.00	2917	17.00	335	15.45	1556	17.00

NORTHBOUND Approach					SOUTHBOU	SOUTHBOUND Approach							XING S/L		XING N/L	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total		N-S	Ped	Sch	Ped	Sch	
7-8	8	2761	462	3231	7-8	295	898	134	1327		4558	15	0	5	0	
8-9	13	2568	394	2975	8-9	589	1061	212	1862		4837	19	0	3	0	
9-10	21	2007	416	2444	9-10	668	914	178	1760		4204	4	0	12	0	
15-16	34	1285	325	1644	15-16	484	1405	403	2292		3936	28	0	8	0	
16-17	36	1398	286	1720	16-17	440	1784	545	2769		4489	29	0	3	0	
17-18	30	1559	306	1895	17-18	513	1745	659	2917		4812	0	0	0	0	
										_						
TOTAL	142	11578	2189	13909	TOTAL	2989	7807	2131	12927		26836	114	0	36	0	

65

12

EASTBOUND Approach					WESTBOUN	D Approa	ich		TOTAL	XING W/L		XING E/L		
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	177	252	31	460	7-8	259	85	612	956	1416	5	0	11	0
8-9	201	327	43	571	8-9	295	130	808	1233	1804	3	0	17	0
9-10	150	359	61	570	9-10	269	89	710	1068	1638	9	0	4	0
15-16	71	180	64	315	15-16	396	179	580	1155	1470	9	0	32	0
16-17	77	156	89	322	16-17	381	211	578	1170	1492	3	0	23	0
17-18	83	172	70	325	17-18	478	339	739	1556	1881	0	0	0	0
			•				•	•						
TOTAL	759	1446	358	2563	TOTAL	2078	1033	4027	7138	9701	33	0	100	0

#### **National Data & Surveying Services**

**Project ID:** 15-5237-007 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

_						A	М						
NS/EW Streets:	Li	incoln Blvd	I	Li	ncoln Blvd	ı	Je	fferson Blv	b	Jef	ferson Blv	d	
	NO	ORTHBOU	ND	SC	DUTHBOU	ND	E	ASTBOUN	)	W	'ESTBOUN	ID	
LANES:	NL 1	NT 4	NR 1	SL 2	ST 4	SR 0	EL 1	ET 3	ER 0	WL 2	WT 2	WR 2	TOTAL
7:00 AM 7:15 AM	0	552 699	90 108	48 61	178 191	25 31	47 44	48 65	4 5	47 46	26 16	121 157	1186 1427
7:30 AM	4	805	132	87	249	31	33	47	5	72	19	160	1644
7:45 AM 8:00 AM	0 8	705 638	132 103	99 116	280 255	47 41	53 50	92 89	17 10	94 78	24 36	174 193	1717 1617
8:15 AM 8:30 AM	2	725 664	117 79	142 137	297 251	58 55	47 48	60 76	6 13	74 65	32 31	183 182	1743 1601
8:45 AM 9:00 AM	3	541 611	95 108	194 181	258 263	58 44	56 42	102 99	14 11	78 78	31 20	250 204	1680 1664
9:15 AM	9	515	122	140	217	46	51	102	20	75	26	185	1508
9:30 AM 9:45 AM	3 6	386 495	98 88	194 153	202 232	45 43	45 12	88 70	13 17	61 55	22 21	164 157	1321 1349
TOTAL VOLUMES : APPROACH %'s :	NL 42 0.49%	NT 7336 84.81%	NR 1272 14.71%	SL 1552 31.36%	ST 2873 58.05%	SR 524 10.59%	EL 528 32.98%	ET 938 58.59%	ER 135 8.43%	WL 823 25.27%	WT 304 9.33%	WR 2130 65.40%	TOTAL 18457
PEAK HR START TIME :	730	AM											TOTAL
PEAK HR VOL :	14	2873	484	444	1081	177	183	288	38	318	111	710	6721
PEAK HR FACTOR :		0.896			0.856			0.785			0.928		0.964

#### **National Data & Surveying Services**

**Project ID:** 15-5237-007 Day: Tuesday **TOTALS** 

City: Los Angeles **Date:** 4/21/2015 РМ

_						PI	ч						ii
NS/EW Streets:	Li	ncoln Blvd	I	Li	incoln Blvc	I	Jet	fferson Blv	d	Jet	fferson Blv	d	
	NO	ORTHBOU	VD .	SC	OUTHBOU	ND	E	ASTBOUN	D	V	/ESTBOUN	ID	
LANES:	NL 1	NT 4	NR 1	SL 2	ST 4	SR 0	EL 1	ET 3	ER 0	WL 2	WT 2	WR 2	TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	11 7 11 5 9 8 13 6 9 4	314 363 299 309 337 353 361 347 359 356 436	80 94 70 81 68 84 74 60 79 74 83	144 105 118 117 108 107 103 122 122 152 101	332 357 358 358 499 414 447 424 429 461 428	86 97 113 107 102 122 165 156 144 172 169	11 20 17 23 10 30 21 16 15 29	44 49 42 45 40 29 49 38 32 59 38	10 14 20 20 22 26 20 21 20 12	95 106 100 95 91 95 101 94 109 118	27 47 51 54 50 54 50 57 82 83 82	155 128 151 146 146 157 154 121 161 191 184	1309 1387 1350 1360 1482 1479 1558 1462 1561 1711 1685
5:45 PM	8	408	70	138	427	174	20	43	18	135	92	203	1736
TOTAL VOLUMES : APPROACH %'s :	NL 100 1.90%	NT 4242 80.66%	NR 917 17.44%	SL 1437 18.01%	ST 4934 61.85%	SR 1607 20.14%	EL 231 24.01%	ET 508 52.81%	ER 223 23.18%	WL 1255 32.34%	WT 729 18.78%	WR 1897 48.88%	TOTAL 18080
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	30	1559	306	513	1745	659	83	172	70	478	339	739	6693
PEAK HR FACTOR :		0.897			0.929			0.813			0.905		0.964



0

0

0

17-18

TOTAL

0

0

STREET: North/South Lincoln Blvd East/West Bluff Creek Dr March 25, 2015 Wednesday Weather: SUNNY Day: Date: 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 187 126 0 14 BIKES 47 32 2 8 BUSES 82 70 0 1 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 992 8.00 402 7.45 0 0.00 70 8.15 PM PK 15 MIN 631 17.30 634 17.45 0 0.00 53 16.00 AM PK HOUR 3762 7.15 1448 229 7.30 7.45 0 0.00 PM PK HOUR 2324 17.00 2371 17.00 0 0.00 181 16.45 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Total Ped Ped Th Rt Total Th Rt N-S Sch Sch 7-8 3213 291 3504 7-8 24 4645 1117 1141 0 0 0 8-9 2844 768 3615 8-9 37 1349 1386 5001 0 0 4 0 9-10 0 2272 360 2632 9-10 29 1210 0 1239 3871 0 8 0 0 15-16 1693 160 1854 15-16 43 1985 0 2028 3882 0 10 0 16-17 1875 195 2070 16-17 41 2234 4345 0 0 2324 2319 2371 52 4695 17-18 2085 17-18 TOTAL 4 13982 2013 15999 TOTAL 226 10214 0 10440 26439 0 30 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Hours Th Rt Total Hours Rt Total E-W Ped Sch Ped Sch 7-8 7-8 136 160 160 0 8-9 0 0 8-9 176 0 41 217 217 4 0 5 0 0 9-10 0 0 0 9-10 89 0 37 126 126 2 6 0 15-16 15-16 0 113 0 37 150 150 0 4 0 16-17 0 16-17 138 174 174 4

137

789

0

219

17-18

TOTAL

181

1008

181

1008

0

15

10

National Data & Surveying Services

Project ID: 15-5172-001

Day: Wednesday

City: Los Angeles Date: 3/25/2015

**TOTALS** 

_						A	IVI						
NS/EW Streets:	Li	ncoln Blvo	t	Li	incoln Blvd		ВІ	uff Creek I	Dr	Blu	ıff Creek D	)r	
	NO	ORTHBOU	ND	SC	OUTHBOUN	ID		EASTBOUN	ID	W	'ESTBOUN	ID	
LANEC	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	1	2	4	0	0	0	0	2	0	ı	
7:00 AM	0	710	24	1	202	0	0	0	0	21	0	9	967
7:15 AM	0	868	46	5	238	0	0	0	0	29	0	6	1192
7:30 AM	0	854	77	11	282	0	0	0	0	39	0	5	1268
7:45 AM	0	781	144	7	395	0	0	0	0	47	0	4	1378
8:00 AM	1	828	163	14	356	0	0	0	0	52	0	12	1426
8:15 AM	1	688	161	10	339	0	0	0	0	56	0	14	1269
8:30 AM	0	671	207	3	324	0	0	0	0	36	0	6	1247
8:45 AM	1	657	237	10	330	0	0	0	0	32	0	9	1276
9:00 AM	0	625	207	13	316	0	0	0	0	22	0	9	1192
9:15 AM	0	517	79	7	278	0	0	0	0	20	0	10	911
9:30 AM	0	589	48	2	328	0	0	0	0	23	0	7	997
9:45 AM	0	541	26	7	288	0	0	0	0	24	0	11	897
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	3	8329	1419	90	3676	0	0	0	0	401	0	102	14020
APPROACH %'s:	0.03%	85.42%	14.55%	2.39%	97.61%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	79.72%	0.00%	20.28%	
PEAK HR START TIME :	730	AM											TOTAL
PEAK HR VOL:	2	3151	545	42	1372	0	0	0	0	194	0	35	5341
PEAK HR FACTOR :		0.932			0.879			0.000			0.818		0.936

#### **National Data & Surveying Services**

**Project ID:** 15-5172-001 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 3/25/2015 РМ

_						г	IVI						
NS/EW Streets:	Li	incoln Blvd		Li	incoln Blvd		ВІ	uff Creek	Dr	Blu	ıff Creek D	)r	
•	NO	ORTHBOUN	ND	SC	DUTHBOUN	ID		EASTBOUN	1D	W	/ESTBOUN	ID	
LANES:	NL 0	NT	NR	SL 2	ST	SR 0	EL 0	ET	ER 0	WL	WT	WR	TOTAL
LAINES:	U	4	1	2	4	U	U	0	U	2	0	1	
3:00 PM	0	436	31	10	445	0	0	0	0	29	0	13	964
3:15 PM	1	434	44	11	446	0	0	0	0	23	0	5	964
3:30 PM	0	425	33	9	502	0	0	0	0	33	0	9	1011
3:45 PM	0	398	52	13	592	0	0	0	0	28	0	10	1093
4:00 PM	0	473	33	10	548	0	0	0	0	41	0	12	1117
4:15 PM	0	463	64	12	531	0	0	0	0	31	0	10	1111
4:30 PM	0	481	43	12	591	0	0	0	0	26	0	10	1163
4:45 PM	0	458	55	7	564	0	0	0	0	40	0	4	1128
5:00 PM	0	469	52	11	573	0	0	0	0	27	0	11	1143
5:15 PM	0	509	52	20	573	0	0	0	0	33	0	13	1200
5:30 PM	0	561	70	7	553	0	0	0	0	41	0	12	1244
5:45 PM	0	546	65	14	620	0	0	0	0	36	0	8	1289
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	5653	594	136	6538	0	0	0	0	388	0	117	13427
APPROACH %'s:	0.02%	90.48%	9.51%	2.04%	97.96%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	76.83%	0.00%	23.17%	
PEAK HR START TIME :	500	PM											TOTAL
		<u> </u>											
PEAK HR VOL:	0	2085	239	52	2319	0	0	0	0	137	0	44	4876
PEAK HR FACTOR :		0.921			0.935			0.000			0.854		0.946



STREET:

TOTAL

5375

129

5509

North/South Nicholson St East/West Culver Blvd Tuesday April 21, 2015 Weather: SUNNY Day: Date: 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 30 0 49 26 BIKES 9 13 0 10 BUSES 0 0 2 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 332 7.00 3 9.30 377 7.15 269 8.00 PM PK 15 MIN 121 15.15 3 15.30 162 17.15 599 17.30 AM PK HOUR 987 9.00 8.00 5 7.45 1467 7.15 852 PM PK HOUR 436 15.00 15.00 590 17.00 2333 17.00 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Hours Total Rt Total Rt N-S Sch Ped Sch Ped 7-8 7-8 835 846 849 0 0 8-9 12 845 857 8-9 4 861 0 0 21 9-10 964 987 9-10 2 1 992 4 0 0 0 43 392 0 15-16 436 15-16 442 3 0 16-17 46 352 398 16-17 402 0 0 43 410 364 412 17-18 17-18 TOTAL 173 9 3752 3934 TOTAL 12 4 24 3958 16 0 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Total Hours Th Rt Hours Th Rt E-W Ped Sch Ped Sch 7-8 1404 1412 7-8 257 305 1975 8-9 1389 12 1402 8-9 325 525 852 2254 7 0 0 0 19 0 9-10 0 1054 1073 9-10 232 383 617 1690 3 0 0 15-16 15-16 471 493 678 810 1491 1984 0 0 0 16-17 511 539 16-17 843 1139 1985 2524 1 590 17-18 546 42 17-18 939 1392 2333 2923 0 0 0

TOTAL

3274

4554

13

7841

13350

17

#### **National Data & Surveying Services**

**Project ID:** 15-5237-001 Day: Tuesday **TOTALS** 

City: Los Angeles **Date:** 4/21/2015 AM

_						Ar	1						
NS/EW Streets:	Ni	cholson S	t	N	icholson S	t	C	Culver Blvd		C	Culver Blvd		
	NC	RTHBOU	ND	SC	DUTHBOU	ND	E	ASTBOUNI	)	V	/ESTBOUN	D	
LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7.00.414			000					207				•	700
7:00 AM	2	1	329	0	0	0	0	297	0	57	52	0	738
7:15 AM	2	2	174	0	1	0	1	374	2	53	79	1	689
7:30 AM	2	0	138	0	0	0	0	369	1	69	77	0	656
7:45 AM	2	0	194	1	0	1	0	364	4	78	97	0	741
8:00 AM	2	0	228	1	0	0	1	346	5	103	166	0	852
8:15 AM	4	0	206	1	0	0	0	360	6	79	106	0	762
8:30 AM	2	0	203	1	0	0	0	358	0	75	131	2	772
8:45 AM	4	0	208	1	0	0	0	325	1	68	122	0	729
9:00 AM	1	0	258	1	0	0	0	310	5	56	88	0	719
9:15 AM	3	0	225	0	0	0	0	256	8	70	102	2	666
9:30 AM	6	1	256	1	1	1	0	251	3	48	104	0	672
9:45 AM	11	1	225	0	1	0	0	237	3	58	89	0	625
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	41	5	2644	7	3	2	2	3847	38	814	1213	5	8621
APPROACH %'s:	1.52%	0.19%	98.29%	58.33%	25.00%	16.67%	0.05%	98.97%	0.98%	40.06%	59.69%	0.25%	
PEAK HR START TIME :	745 <i>F</i>	AM.											TOTAL
PEAK HR VOL :	10	0	831	4	0	1	1	1428	15	335	500	2	3127
PEAK HR FACTOR :		0.914			0.625			0.981			0.778		0.918

#### **National Data & Surveying Services**

**Project ID:** 15-5237-001 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles РМ

-						PM	1						
NS/EW Streets:	Ni	cholson S	t	N	icholson S	t	C	ulver Blvd		C	Culver Blvd		
	NC	RTHBOU	ND	SC	DUTHBOU	ND	E	ASTBOUNI	)	W	VESTBOUN	D	
LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
3:00 PM	11	1	106	0	1	1	0	116	6	169	172	1	584
3:15 PM	10	0	111	0	1	0	0	127	2	152	197	0	600
3:30 PM	9	0	88	1	2	0	0	122	9	180	216	1	628
3:45 PM	13	0	87	0	0	0	0	106	5	177	225	1	614
4:00 PM	13	0	73	1	0	1	1	122	5	184	237	1	638
4:15 PM	10	0	89	1	0	0	0	136	7	201	258	1	703
4:30 PM	14	0	93	0	0	0	0	134	6	217	322	0	786
4:45 PM	9	0	97	1	0	0	0	119	9	241	322	1	799
5:00 PM	9	0	89	0	0	0	0	132	3	251	342	0	826
5:15 PM	12	1	93	0	0	0	1	148	13	222	339	0	829
5:30 PM	11	1	89	0	1	0	0	120	13	245	353	1	834
5:45 PM	11	1	93	1	0	0	1	146	13	221	358	1	846
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>TOTAL VOLUMES:</b>	132	4	1108	5	5	2	3	1528	91	2460	3341	8	8687
APPROACH %'s:	10.61%	0.32%	89.07%	41.67%	41.67%	16.67%	0.18%	94.20%	5.61%	42.35%	57.51%	0.14%	
AK HR START TIME :	500 F	PM											TOTAL
PEAK HR VOL :	43	3	364	1	1	0	2	546	42	939	1392	2	3335
PEAK HR FACTOR:		0.967			0.500			0.910			0.974		0.986



TOTAL

0

7924

2 7926

STREET: North/South Jefferson Blvd East/West Culver Blvd Tuesday April 21, 2015 Weather: SUNNY Day: Date: 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 0 38 26 26 BIKES 9 4 0 4 BUSES 0 0 0 1 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 101 8.45 0 0.00 498 7.45 190 8.00 PM PK 15 MIN 267 17.45 0 0.00 200 17.15 375 16.30 AM PK HOUR 374 8.00 0 1969 549 7.45 0.00 7.45 PM PK HOUR 1002 17.00 0 0.00 774 16.45 1438 16.30 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Total Hours Total Ped Th Rt Th Rt N-S Sch Ped Sch 7-8 216 7-8 0 0 0 0 8-9 370 374 8-9 0 374 0 0 0 294 0 9-10 0 299 9-10 0 0 0 0 299 0 0 0 586 592 0 0 15-16 0 15-16 0 0 592 0 0 16-17 784 16-17 0 0 0 995 1002 1002 17-18 17-18 TOTAL 3245 0 39 3284 TOTAL 0 0 0 3284 0 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Th Total Hours Th Rt Hours Rt E-W Ped Sch Ped Sch 7-8 1946 1947 7-8 50 355 2352 0 8-9 0 1949 1949 8-9 64 456 0 520 2469 0 0 0 0 1791 0 0 9-10 0 1 1792 9-10 65 316 0 381 2173 0 0 15-16 15-16 918 733 70 0 988 1721 0 0 0 733 98 0 16-17 732 732 16-17 1210 0 1308 2040 0 17-18 773 773 72 1347 1419 2192 0 0 0 17-18

TOTAL

419

4602

5021

12947

0

#### **National Data & Surveying Services**

**Project ID:** 15-5237-002 Day: Tuesday **TOTALS** 

**Date:** 4/21/2015 City: Los Angeles ΑМ

_						AN	1						
NS/EW Streets:	Jef	ferson Blv	d	Je	fferson Bl	/d	C	Culver Blvd		C	Culver Blvd		
	NC	RTHBOUN	ID	S	OUTHBOU	ND	E	ASTBOUNI	)	V	VESTBOUNI	D	
LANES:	NL 2	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
7:00 AM	40	0	1	0	0	0	0	492	0	5	64	0	602
7:15 AM	52	0	3	0	0	0	0	473	0	8	84	0	620
7:30 AM	59	0	3	0	0	0	0	483	1	11	98	0	655
7:45 AM	65	0	1	0	0	0	0	498	0	26	109	0	699
8:00 AM	88	0	1	0	0	0	0	496	0	17	173	0	775
8:15 AM	87	0	2	0	0	0	0	482	0	10	94	0	675
8:30 AM	94	0	1	0	0	0	0	493	0	19	101	0	708
8:45 AM	101	0	0	0	0	0	0	478	0	18	88	0	685
9:00 AM	56	0	2	0	0	0	0	469	0	25	87	0	639
9:15 AM	96	0	0	0	0	0	0	480	0	12	79	0	667
9:30 AM	67	0	3	0	0	0	0	450	1	13	78	0	612
9:45 AM	75	0	0	0	0	0	0	392	0	15	72	0	554
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	880	0	17	0	0	0	0	5686	2	179	1127	0	7891
APPROACH %'s:	98.10%	0.00%	1.90%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	99.96%	0.04%	13.71%	86.29%	0.00%	
PEAK HR START TIME :	745 <i>F</i>	AM											TOTAL
PEAK HR VOL :	334	0	5	0	0	0	0	1969	0	72	477	0	2857
PEAK HR FACTOR:		0.892			0.000			0.988			0.722		0.922

#### **National Data & Surveying Services**

**Project ID:** 15-5237-002 Day: Tuesday **TOTALS** 

City: Los Angeles **Date:** 4/21/2015 PM

						Pi	•						
NS/EW Streets:	Jef	ferson Blv	d	Je	fferson Bl	vd		Culver Blvd		C	Culver Blvd		
	NC	RTHBOU	ND	S	OUTHBOU	ND		EASTBOUNI	)	V	VESTBOUN	D	
LANES:	NL 2	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
3:00 PM	108	0	2	0	0	0	0	183	0	11	237	0	541
3:15 PM	138	0	1	0	0	0	0	190	0	20	220	0	569
3:30 PM	172	0	2	0	0	0	0	198	0	21	226	0	619
3:45 PM	168	0	1	0	0	0	0	162	0	18	235	0	584
4:00 PM	155	0	5	0	0	0	0	173	0	23	277	0	633
4:15 PM	188	0	1	0	0	0	0	177	0	23	259	0	648
4:30 PM	213	0	2	0	0	0	0	186	0	31	344	0	776
4:45 PM	228	0	1	0	0	0	0	196	0	21	330	0	776
5:00 PM	230	0	2	0	0	0	0	190	0	20	344	0	786
5:15 PM	242	0	1	0	0	0	0	200	0	14	334	0	791
5:30 PM	259	0	1	0	0	0	0	188	0	24	335	0	807
5:45 PM	264	0	3	0	0	0	0	195	0	14	334	0	810
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	2365	0	22	0	0	0	0	2238	0	240	3475	0	8340
APPROACH %'s:	99.08%	0.00%	0.92%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	6.46%	93.54%	0.00%	
PEAK HR START TIME :	500 F	PM											TOTAL
PEAK HR VOL :	995	0	7	0	0	0	0	773	0	72	1347	0	3194
PEAK HR FACTOR :		0.938			0.000			0.966			0.975		0.986



STREET:

North/South SR-90 EB Ramps

East/West Culver Blvd

Day: Wednesday Date: April 22, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-	·		·	
WHEELED	0	15	76	43
BIKES	0	0	5	2
BUSES	0	1	2	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	59	7.45	737	7.45	194	8.00
PM PK 15 MIN	0	0.00	46	17.30	281	17.15	496	17.00
AM PK HOUR	0	0.00	150	7.45	2765	7.15	664	7.45
PM PK HOUR	0	0.00	163	17.00	1051	16.45	1791	17.00

NORTHBOUND Approach	SOUTHBOUND Approach	TOTAL	XING S/L	XING N/L
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WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
ΓΟΤΑL	0	0	0	0

Hours	Lt	Th	Rt	Total
7-8	87	0	16	103
3-9	84	1	34	119
9-10	73	1	32	106
15-16	66	5	63	134
16-17	70	4	70	144
17-18	100	4	59	163
ΓΟΤΑL	480	15	274	769

N-S	Ped	Sch		Ped	Sch
103	0	0		0	0
119	0	0		0	0
106	0	0		0	0
134	2	0		2	0
144	0	0		3	0
163	0	0		0	0
			,		
769	2	0		5	0

XING W/L

XING E/L

TOTAL

EASTBOUND	Approach

Hours 7-8 8-9 9-10 15-16 16-17 17-18

TOTAL

Lt	Th	Rt	Total
0	1717	921	2638
0	1751	943	2694
0	1483	663	2146
0	558	328	886
0	578	328	906
0	725	323	1048
0	6812	3506	10318

Hours	Lt	Th	Rt	Total		
7-8	83	411	0	494		
8-9	96	542	0	638		
9-10	97	379	0	476		
15-16	221	980	0	1201		
16-17	259	1334	0	1593		
17-18	301	1490	0	1791		
TOTAL	1057	5136	0	6193		

E-W	Ped Sch	Ped	Sch
3132	0 0	0	0
3332	0 0	0	0
2622	0 0	0	0
2087	0 0	0	0
2499	0 0	0	0
2839	0 0	0	0
16511	0 0	0	0

#### **National Data & Surveying Services**

**Project ID:** 15-5241-017 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles ΑМ

-		AM											
NS/EW Streets:	SR-	SR-90 EB Ramps			00 EB Ran	nps	C	Culver Blvd		C	Culver Blvd		
	NORTHBOUND			SOUTHBOUND		EASTBOUND			V	VESTBOUN	D		
LANES:	NL 0	NT 0	NR 0	SL 1	ST 1.5	SR 0.5	EL 0	ET 3	ER 2	WL 1	WT 2	WR 0	TOTAL
7:00 AM 7:15 AM 7:30 AM	0 0 0	0 0 0	0 0 0	15 7 13	0 0 0	0 8 1	0 0 0	367 408 467	188 227 244	15 16 22	79 73 110	0 0 0	664 739 857
7:45 AM 8:00 AM 8:15 AM	0	0 0	0 0	52 19 29	0 0	7 6 9	0 0	475 404 406	262 278 222	30 20 22	149 174 115	0 0	975 901 803
8:30 AM 8:45 AM 9:00 AM	0 0 0	0 0 0	0 0 0	15 21 12	0 1 0	13 6 9	0 0 0	485 456 446	227 216 194	27 27 21	127 126 112	0 0 0	894 853 794
9:15 AM 9:30 AM 9:45 AM	0 0 0	0 0 0	0 0 0	24 19 18	1 0 0	8 7 8	0 0	362 380 295	175 151 143	26 19 31	87 88 92	0 0	683 664 587
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0 #DIV/0!	NR 0	SL 244	ST 2 0.61%	SR 82 25.00%	EL 0 0.00%	ET 4951 66.21%	ER 2527 33.79%	WL 276	WT 1332	WR 0 0.00%	TOTAL 9414
PEAK HR START TIME :  PEAK HR VOL :	745 0		0	115	0.61%	35	0.00%	1770	989	99	82.84% 565	0.00%	TOTAL 3573
PEAK HR FACTOR :	Ü	0.000		110	0.636	30	Ŭ	0.936	707	,,	0.856	Ü	0.916

#### **National Data & Surveying Services**

**Project ID:** 15-5241-017 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 4/22/2015 РМ

ı	PM												
NS/EW Streets:	SR-	90 EB Rar	mps	SR-9	90 EB Ram	nps	C	ulver Blvd		C	Culver Blvd		
	N	ORTHBOU	OUND SOUTHBOUND		ND	EASTBOUND			V	VESTBOUN	D		
LANES:	NL 0	NT O	NR 0	SL 1	ST 1.5	SR 0.5	EL 0	ET 3	ER 2	WL 1	WT 2	WR 0	TOTAL
0.00.014				47		- 10		105			200	•	F4.4
3:00 PM	0	0	0	17	0	19	0	125	98	53	202	0	514
3:15 PM	0	0	0	21	1	17	0	158	78	56	236	0	567
3:30 PM	0	0	0	16	1	16	0	144	83	57	275	0	592
3:45 PM	0	0	0	12	3	11	0	131	69	55	267	0	548
4:00 PM	0	0	0	19	1	20	0	135	84	79	321	0	659
4:15 PM	0	0	0	16	2	16	0	148	101	51	308	0	642
4:30 PM	0	0	0	19	1	18	0	132	62	66	343	0	641
4:45 PM	0	0	0	16	0	16	0	163	81	63	362	0	701
5:00 PM	0	0	0	26	0	12	0	171	75	97	399	0	780
5:15 PM	0	0	0	23	0	15	0	189	92	65	358	0	742
5:30 PM	0	0	0	26	0	20	0	212	68	61	352	0	739
5:45 PM	0	0	0	25	4	12	0	153	88	78	381	0	741
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	0	0	236	13	192	0	1861	979	781	3804	0	7866
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	53.51%	2.95%	43.54%	0.00%	65.53%	34.47%	17.03%	82.97%	0.00%	
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	0	0	0	100	4	59	0	725	323	301	1490	0	3002
PEAK HR FACTOR :		0.000			0.886			0.932			0.903		0.962



STREET:

North/South SR-90 WB Ramps

East/West Culver Blvd

Day: Wednesday Date: April 22, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-		<u> </u>		
WHEELED	33	30	50	40
BIKES	3	6	5	6
BUSES	0	17	0	19

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	193	7.45	70	7.45	518	7.45	209	8.00
PM PK 15 MIN	147	17.30	184	17.00	229	17.30	328	17.00
AM PK HOUR	627	7.30	236	7.30	1881	7.45	648	7.45
PM PK HOUR	555	17.00	672	17.00	822	17.00	1260	16.30

NORTHBOUND Approach SOUTHBOUN	ND Approach TOTAL	XING S/L	XING N/L
-------------------------------	-------------------	----------	----------

Hours	Lt	Th	Rt '	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	S
7-8	169	285	75	529	7-8	81	0	99	180	709	0	0	0	
8-9	172	260	95	527	8-9	72	0	153	225	752	0	0	0	
9-10	141	235	99	475	9-10	83	0	109	192	667	1	0	0	
15-16	243	161	37	441	15-16	97	0	313	410	851	2	0	2	
16-17	266	204	43	513	16-17	95	0	385	480	993	0	0	1	
17-18	278	232	45	555	17-18	155	0	517	672	1227	0	0	0	
TOTAL	1269	1377	394	3040	TOTAL	583	0	1576	2159	5199	3	0	3	

#### EASTBOUND Approach WESTBOUND Approach TOTAL XING W/L XING E/L

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	431	1356	0	1787	7-8	0	223	227	450	2237	(	0	1	0
8-9	551	1291	0	1842	8-9	0	310	312	622	2464	(	0	1	0
9-10	539	1009	0	1548	9-10	0	224	229	453	2001	(	0	1	0
15-16	178	446	0	624	15-16	0	644	245	889	1513	(	0	1	0
16-17	187	462	0	649	16-17	0	942	260	1202	1851	(	0	0	0
17-18	202	620	0	822	17-18	0	984	257	1241	2063	(	0	0	0
TOTAL	2088	5184	0	7272	TOTAL	0	3327	1530	4857	12129	(	0	4	0

#### **National Data & Surveying Services**

**Project ID:** 15-5241-018 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles ΑМ

-						A	ч						
NS/EW Streets:	SR-9	00 WB Ran	nps	SR-9	0 WB Ran	nps	C	ulver Blvd		C	ulver Blvd		
	NO	ORTHBOUI	ND	SO	UTHBOU	ND	EASTBOUND WESTBOUND			ID			
LANES:	NL 1.5	NT 1	NR 1.5	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
7.00 414	40	24	7	0	0	0	00	200	0	0	41	27	F/ 4
7:00 AM	40	34	7	9	0	9	88	299	0	0	41	37	564
7:15 AM	32	54	11	16	0	24	98	319	0	0	29	48	631
7:30 AM	48	91	19	19 37	0	33	129	336	0	0	61	58	794
7:45 AM	49	106	38		0	33	116	402	0	0	92	84	957
8:00 AM	45	67	25	13	0	40	110	331	0	0	102	107	840
8:15 AM	41	66	32	19	0	42	108	320	0	0	63	68	759
8:30 AM	45	55	27	12	0	34	164	330	0	0	67	65	799
8:45 AM	41	72	11	28	0	37	169	310	0	0	78	72	818
9:00 AM	44	66	18	28	0	22	150	299	0	0	66	73	766
9:15 AM	28	57	28	20	0	34	139	256	0	0	48	63	673
9:30 AM	32	59	26	15	0	21	136	250	0	0	57	44	640
9:45 AM	37	53	27	20	0	32	114	204	0	0	53	49	589
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	482	780	269	236	0	361	1521	3656	0	0	757	768	8830
APPROACH %'s:	31.48%	50.95%	17.57%	39.53%	0.00%	60.47%	29.38%	70.62%	0.00%	0.00%	49.64%	50.36%	l
PEAK HR START TIME :	745	AM											TOTAL
PEAK HR VOL :	180	294	122	81	0	149	498	1383	0	0	324	324	3355
PEAK HR FACTOR :		0.772			0.821			0.908			0.775		0.876

#### **National Data & Surveying Services**

**Project ID:** 15-5241-018 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 4/22/2015 ΡМ

PM													
NS/EW Streets:	SR-9	00 WB Ram	nps	SR-9	0 WB Ran	nps	C	ulver Blvd		C	ulver Blvd		
	NO	ORTHBOUN	ND	SOUTHBOUND EASTBOUND			WESTBOUND						
LANES:	NL 1.5	NT 1	NR 1.5	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
3:00 PM 3:15 PM 3:30 PM	54 65 57	39 35 39	15 9 6	20 24 25	0 0 0	74 74 84	39 55 42	97 130 117	0 0 0	0 0 0	134 146 197	55 67 59	527 605 626
3:45 PM 4:00 PM 4:15 PM	67 69 66	48 45 49	7 14 12	28 22 13	0 0 0	81 99 74	42 35 48	102 123 112	0 0 0	0 0 0	167 234 217	64 63 66	606 704 657
4:30 PM 4:45 PM 5:00 PM	68 63 84	56 54 51	9 8 11	31 29 47	0 0 0	99 113 137	49 55 44	105 122 157	0 0 0	0 0 0	248 243 263	60 71 65	725 758 859
5:15 PM 5:30 PM 5:45 PM	57 73 64	54 60 67	9 14 11	29 44 35	0 0 0	132 118 130	46 64 48	162 165 136	0 0 0	0 0 0	242 226 253	68 59 65	799 823 809
TOTAL VOLUMES : APPROACH %'s :	NL 787 52.15%	NT 597 39.56%	NR 125 8.28%	SL 347 22.22%	ST 0 0.00%	SR 1215 77.78%	EL 567 27.06%	ET 1528 72.94%	ER 0 0.00%	WL 0 0.00%	WT 2570 77.13%	WR 762 22.87%	TOTAL 8498
PEAK HR START TIME : PEAK HR VOL :	500 278	PM 232	45	155	0	517	202	620	0	0	984	257	TOTAL 3290
PEAK HR FACTOR:		0.944			0.913			0.897			0.946		0.958



STREET:

North/South Mindanao Wy

East/West SR-90 EB Ramps

N/B

Day: Wednesday Date: April 22, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

S/B

DUAL-							
WHEELED	53		101		111		0
BIKES	22		31		0		0
BUSES	24		18		14		0
	N/B	TIME	S/B	TIME	E/B	TIME	W/B

	N/B	TIME	S/B	HME	E/B	TIME	W/B	TIME
AM PK 15 MIN	326	8.15	363	8.15	295	8.30	0	0.00
PM PK 15 MIN	314	17.00	450	17.45	297	17.30	0	0.00
AM PK HOUR	1225	8.00	1363	8.00	1125	8.15	0	0.00
PM PK HOUR	1182	17.00	1750	17.00	1084	17.00	0	0.00

Hours

NORTHBOUND Approach	SOUTHBOUND Approach	TOTAL	XING S/L	XING N/L
---------------------	---------------------	-------	----------	----------

WESTBOUND Approach

E/B

W/B

Hours	Lt	Th	Rt	Total
7-8	0	379	532	911
8-9	0	472	753	1225
9-10	0	470	644	1114
15-16	0	396	653	1049
16-17	0	451	693	1144
17-18	0	441	741	1182
TOTAL	0	2609	4016	6625

7-0	303	071	U	1002		1713	0	ı
8-9	471	892	0	1363		2588	0	l
9-10	423	802	0	1225		2339	0	l
15-16	583	997	0	1580		2629	0	l
16-17	635	1038	0	1673		2817	0	l
17-18	673	1077	0	1750		2932	0	i
					<u>-</u> '			
TOTAL	3150	5503	0	8653		15278	0	i

Rt Total

Hours	Lt	Th	Rt	Total
7-8	11	908	7	926
8-9	17	1096	9	1122
9-10	35	913	6	954
15-16	22	964	10	996
16-17	19	957	16	992
17-18	22	1050	12	1084

5888

6074

126

EASTBOUND Approach

TOTAL

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

E-W	Ped	Sch	Ped	Sch
926	7	0	9	0
1122	21	0	3	0
954	18	0	8	0
996	22	0	13	0
992	19	0	12	0
1084	22	0	13	0
6074	109	0	58	0

XING W/L

Ped

TOTAL

0

0

0

Sch

0

0

0

XING E/L

#### **National Data & Surveying Services**

**Project ID:** 15-5241-019 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles ΑМ

AM													Ī
NS/EW Streets:	Mi	ndanao W	y	Mi	ndanao W	y	SR-	90 EB Ram	ps	SR-	90 EB Rar	mps	
	NO	ORTHBOUI	VD	SOUTHBOUND EASTBOUND		WESTBOUND							
LANES:	NL 0	NT 1.5	NR 1.5	SL 2	ST 2	SR 0	EL 0	ET 3	ER 0	WL 0	WT 0	WR 0	TOTAL
7:00 AM	0	78	107	78	160	0	3	186	0	0	0	0	612
7:15 AM	0	102	122	77	170	0	0	199	1	0	0	0	671
7:30 AM	0	99	137	103	167	0	3	251	2	0	0	0	762
7:45 AM	0	100	166	107	200	0	5	272	4	0	0	0	854
8:00 AM	0	110	179	118	219	0	1	259	2	0	0	0	888
8:15 AM	0	127	199	129	234	0	7	275	2	0	0	0	973
8:30 AM	0	104	184	109	212	0	2	290	3	0	0	0	904
8:45 AM	0	131	191	115	227	0	7	272	2	0	0	0	945
9:00 AM	0	118	155	106	200	0	9	256	0	0	0	0	844
9:15 AM	0	127	192	123	192	0	8	223	2	0	0	0	867
9:30 AM	0	112	148	93	192	0	8	229	4	0	0	0	786
9:45 AM	0	113	149	101	218	0	10	205	0	0	0	0	796
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	1321	1929	1259	2391	0	63	2917	22	0	0	0	9902
APPROACH %'s:	0.00%	40.65%	59.35%	34.49%	65.51%	0.00%	2.10%	97.17%	0.73%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800	AM											TOTAL
PEAK HR VOL :	0	472	753	471	892	0	17	1096	9	0	0	0	3710
PEAK HR FACTOR :		0.939			0.939			0.951			0.000		0.953

#### **National Data & Surveying Services**

**Project ID:** 15-5241-019 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles РМ

_						Pr	1			_			
NS/EW Streets:	Mi	ndanao W	у	Mi	ndanao Wy	/	SR-	90 EB Ram	ps	SR-	90 EB Rar	mps	
	NO	ORTHBOU	ND	SC	OUTHBOUN	D	E	ASTBOUNI	)	V	VESTBOU	ND	
LANES:	NL 0	NT 1.5	NR 1.5	SL 2	ST 2	SR 0	EL 0	ET 3	ER 0	WL 0	WT 0	WR 0	TOTAL
3:00 PM	0	110	181	151	235	0	8	248	3	0	0	0	936
3:15 PM	0	95	177	160	253	0	5	241	0	0	0	0	931
3:30 PM	0	91	155	164	252	0	3	254	3	0	0	0	922
3:45 PM	0	100	140	108	257	0	6	221	4	0	0	0	836
4:00 PM	0	105	185	174	244	0	4	233	4	0	0	0	949
4:15 PM	0	110	185	160	238	0	3	239	2	0	0	0	937
4:30 PM	0	119	174	159	264	0	7	242	5	0	0	0	970
4:45 PM	0	117	149	142	292	0	5	243	5	0	0	0	953
5:00 PM	0	106	208	174	259	0	2	249	4	0	0	0	1002
5:15 PM	0	109	190	168	254	0	5	265	3	0	0	0	994
5:30 PM	0	111	173	168	277	0	10	286	1	0	0	0	1026
5:45 PM	0	115	170	163	287	0	5	250	4	0	0	0	994
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1288	2087	1891	3112	0	63	2971	38	0	0	0	11450
APPROACH %'s:	0.00%	38.16%	61.84%	37.80%	62.20%	0.00%	2.05%	96.71%	1.24%	#DIV/0!	#DIV/0!	#DIV/0!	ļ
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	0	441	741	673	1077	0	22	1050	12	0	0	0	4016
PEAK HR FACTOR :		0.941			0.972			0.912			0.000		0.979



0

0

0

17-18

TOTAL

0

0

STREET: North/South Mindanao Wy East/West SR-90 WB Ramps Date: April 22, 2015 Weather: SUNNY Day: Wednesday 7-10 & 3-6 Hours: Chekrs: NDS YES School Day: District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 28 78 0 174 BIKES 31 22 0 5 BUSES 15 16 0 15 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 135 9.00 206 8.15 0 0.00 634 8.45 PM PK 15 MIN 125 16.30 335 17.00 0 0.00 522 17.45 AM PK HOUR 8.45 785 2456 8.45 524 8.00 0 0.00 PM PK HOUR 469 16.30 1268 17.00 0 0.00 1903 17.00 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Total Hours Total Ped Th Rt Th Rt N-S Sch Ped Sch 7-8 394 399 7-8 598 1002 0 603 0 0 6 8-9 19 467 486 8-9 0 769 16 785 1271 0 0 10 25 0 9-10 486 0 511 9-10 0 694 30 724 1235 0 9 0 17 395 1037 0 23 15-16 0 412 15-16 0 37 1074 1486 0 16-17 20 447 467 16-17 0 1156 42 1198 1665 0 0 10 14 455 1225 441 1723 17-18 17-18 1268 TOTAL 100 2630 0 2730 TOTAL 0 5479 173 5652 8382 0 66 **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Hours Th Rt Total Hours Th Rt Total E-W Ped Sch Ped Sch 7-8 7-8 474 1091 609 2174 2174 12 14 8-9 0 0 8-9 594 1239 538 2371 2371 31 0 10 0 0 9-10 0 0 0 9-10 528 1312 579 2419 2419 21 9 0 15-16 15-16 0 521 883 358 1762 1762 28 0 18 0 16-17 0 16-17 518 932 387 1837 1837 2.1 13 27 0

556

3191

17-18

TOTAL

950

6407

397

2868

1903

12466

1903

12466

142

16

#### **National Data & Surveying Services**

**Project ID:** 15-5241-020 Day: Wednesday **TOTALS** 

**Date:** 4/22/2015 City: Los Angeles ΑМ

_						A	M						
NS/EW Streets:	Mi	ndanao Wy	/	Mi	ndanao Wy	y	SR-	90 WB Rar	mps	SR-9	00 WB Ran	nps	
	NO	ORTHBOUN	ID	SC	OUTHBOUN	ID		EASTBOUN	ID	V	/ESTBOUN	ID	
LANES:	NL 1	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1.5	WT 1.5	WR 1	TOTAL
7:00 AM	1	83	0	0	124	0	0	0	0	107	223	98	636
7:15 AM	0	98	0	0	141	2	0	0	0	115	283	151	790
7:15 AW 7:30 AM	2	96 104	0	0	151	2	0	0	0	118	289	178	790 844
7:30 AM 7:45 AM	2	104	0	0	182	1	0	0	0	134	289 296	182	906
8:00 AM	1	113	0	0	188	3	0	0	0	142	265	150	862
8:15 AM	5	125	0	0	203	3	0	0	0	168	205	132	930
8:30 AM	1	108	0	0	180	3 4	0	0	0	138	319	129	930 879
8:45 AM	10		0		198		0	0		146		129	971
9:45 AM 9:00 AM	12 10	121 125		0	178	6 7			0	130	361 330	159	971
9:00 AW 9:15 AM	10 7	125	0 0	0	174	/ 10	0	0	0	130	306	159	935 916
	1				153								905
9:30 AM		124	0	0		7	0	0	0	124	359	137	
9:45 AM	7	113	0	0	175	6	0	0	0	150	317	130	898
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	49	1347	0	0	2061	51	0	0	0	1596	3642	1726	10472
APPROACH %'s:	3.51%	96.49%	0.00%	0.00%	97.59%	2.41%	#DIV/0!	#DIV/0!	#DIV/0!	22.92%	52.30%	24.78%	
PEAK HR START TIME :	845	AM											TOTAL
PEAK HR VOL :	30	494	0	0	717	30	0	0	0	524	1356	576	3727
PEAK HR FACTOR :		0.970			0.915			0.000			0.968		0.960

#### **National Data & Surveying Services**

**Project ID:** 15-5241-020 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 4/22/2015 РМ

_	PM PM												
NS/EW Streets:	Mi	ndanao Wy	y	Mi	ndanao Wy	/	SR-	90 WB Rar	mps	SR-9	00 WB Ran	nps	
•	NO	ORTHBOUN	ID	SC	OUTHBOUN	ID	[	EASTBOUN	ID	W	/ESTBOUN	D	
LANES:	NL 1	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1.5	WT 1.5	WR 1	TOTAL
3:00 PM	4	107	0	0	265	11	0	0	0	110	210	90	797
3:15 PM	5	96	0	0	266	8	0	0	0	138	236	88	837
3:30 PM	4	90	0	0	289	6	0	0	0	129	192	87	797
3:45 PM	4	102	0	0	217	12	0	0	0	144	245	93	817
4:00 PM	7	96	0	0	307	11	0	0	0	116	197	81	815
4:15 PM	4	111	0	0	271	11	0	0	0	120	242	102	861
4:30 PM	3	122	0	0	283	12	0	0	0	148	230	104	902
4:45 PM	6	118	0	0	295	8	0	0	0	134	263	100	924
5:00 PM	7	97	0	0	317	18	0	0	0	125	205	96	865
5:15 PM	2	114	0	0	288	10	0	0	0	139	246	95	894
5:30 PM	4	117	0	0	318	3	0	0	0	142	232	101	917
5:45 PM	1	113	0	0	302	12	0	0	0	150	267	105	950
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	51	1283	0	0	3418	122	0	0	0	1595	2765	1142	10376
APPROACH %'s:	3.82%	96.18%	0.00%	0.00%	96.55%	3.45%	#DIV/0!	#DIV/0!	#DIV/0!	28.99%	50.25%	20.76%	
PEAK HR START TIME :	500	PM											TOTAL
PEAK HR VOL :	14	441	0	0	1225	43	0	0	0	556	950	397	3626
PEAK HR FACTOR :		0.940			0.946			0.000			0.911		0.954



STREET: North/South Vista Del Mar East/West Culver Blvd Wednesday Day: Date: March 25, 2015 Weather: 7-10 & 3-6 Hours: Chekrs: NDS School Day: YES District: I/S CODE

N/B

DUAL-	·		<u> </u>	
WHEELED	20	9	4	31
BIKES	1	9	60	57
BUSES	4	0	5	8
	N/B TIME	S/B TIME	E/B TIME	W/B

S/B

AM PK 15 MIN	317	7.15	27	8.45	53	9.00	170	8.30
PM PK 15 MIN	139	17.00	27	17.30	47	15.30	340	16.15
AM PK HOUR	1227	7.15	88	8.45	172	8.15	585	8.30
PM PK HOUR	508	16.45	90	15.15	162	15.00	1274	16.45

NORTHBOUND Approach			SOUTHBO	SOUTHBOUND Approach					XING S	XING S/L		N/L		
II	T.	TTL	D4	Total	11	Τ.,	TL	Dt Tot	1	NI C	D. J	C -1-	D- 1	C-

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	2	1202	1212
8-9	15	6	1132	1153
9-10	4	6	969	979
15-16	15	12	433	460
16-17	12	17	411	440
17-18	22	15	471	508
TOTAL	76	58	4618	4752

Hours	Lt	Th	Rt	Total
7-8	53	6	0	59
8-9	65	8	1	74
9-10	71	13	1	85
15-16	72	14	2	88
16-17	78	10	0	88
17-18	64	9	3	76
TOTAL	403	60	7	470

SUNNY

W/B

TIME

TOTAL

E/B

	N-S	Ped	Sch	Ped	Sch
	1271	0	0	11	0
	1227	0	0	20	0
	1064	0	0	28	0
	548	1	0	15	0
	528	3	0	22	1
	584	2	0	38	2
	5222	6	0	134	3
•					

EASTBOUND App	roach
---------------	-------

Hours

7-8

8-9

9-10 15-16

16-17 17-18

TOTAL

Lt	Th	Rt	Total
C	117	3	120
2	140	3	145
2	153	4	159
2	152	8	162
C	135	1	136
1	136	6	143
7	833	25	865

Hours	Lt	Th	Rt	Total
7-8	307	41	8	356
8-9	489	65	24	578
9-10	324	100	38	462
15-16	698	140	41	879
16-17	971	188	66	1225
17-18	1041	157	69	1267
TOTAL	3830	691	246	4767

E-W	Ped	Sch	Ped	Sch
476	15	0	5	0
723	14	0	10	0
621	15	0	18	0
1041	21	0	11	0
1361	27	1	19	0
1410	42	1	16	0
<u></u>			-	
5632	134	2	79	0

XING W/L

XING E/L

#### **National Data & Surveying Services**

**Project ID:** 15-5172-014 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles AM

_		АМ												
NS/EW Streets:	Vis	sta Del Ma	ır	Vi	sta Del Mai	r	C	Culver Blvd		C	Culver Blvd			
	NC	RTHBOU	ND	SC	DUTHBOUN	ID	E	ASTBOUNI	)	V	/ESTBOUN	D		
LANES:	NL 0.3	NT 0.3	NR 1.3	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1.5	WT 1.5	WR 0	TOTAL	
7:00 AM	2	0	295	10	1	0	0	38	2	47	10	1	406	
7:15 AM	3	1	313	13	1	0	0	26	0	66	11	1	435	
7:30 AM	2	1	312	11	4	0	0	19	0	89	8	4	450	
7:45 AM	1	0	282	19	0	0	0	34	1	105	12	2	456	
8:00 AM	3	0	309	15	1	0	0	26	0	103	19	5	481	
8:15 AM	6	2	306	15	1	0	0	39	2	98	13	9	491	
8:30 AM	2	3	268	13	2	0	1	29	1	154	11	5	489	
8:45 AM	4	1	249	22	4	1	1	46	0	134	22	5	489	
9:00 AM	0	1	257	12	2	0	1	50	2	101	23	5	454	
9:15 AM	2	4	273	19	4	1	0	37	1	88	25	12	466	
9:30 AM	1	1	212	22	1	0	1	29	0	70	22	10	369	
9:45 AM	1	0	227	18	6	0	0	37	1	65	30	11	396	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
TOTAL VOLUMES:	27	14	3303	189	27	2	4	410	10	1120	206	70	5382	
APPROACH %'s:	0.81%	0.42%	98.77%	86.70%	12.39%	0.92%	0.94%	96.70%	2.36%	80.23%	14.76%	5.01%	l	
PEAK HR START TIME :	800 A	AM.											TOTAL	
PEAK HR VOL :	15	6	1132	65	8	1	2	140	3	489	65	24	1950	
PEAK HR FACTOR:		6 1132 0.918			0.685			0.771			0.850		0.993	

#### **National Data & Surveying Services**

**Project ID:** 15-5172-014 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles РМ

_						PN	71						i
NS/EW Streets:	Vis	ta Del Ma	ır	Vi	sta Del Mar	-	C	Culver Blvd		C	ulver Blvd		
	NC	RTHBOU	ND	SC	OUTHBOUN	ID	E	ASTBOUN	)	W	/ESTBOUNI	D	
LANES:	NL 0.3	NT 0.3	NR 1.3	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1.5	WT 1.5	WR 0	TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	7 2 3 3 4 2 4 2 6 5 6 5	2 3 2 5 3 3 7 4 2 5 5 3	110 120 87 116 95 92 104 120 131 114 108 118	18 16 21 17 23 14 17 24 8 15 23 18	2 4 3 5 0 2 6 2 3 3 3 0	1 0 1 0 0 0 0 0 0	0 1 0 1 0 0 0 0 0 0	42 44 44 22 35 35 33 32 36 27 35 38	0 1 3 4 0 1 0 0 1 1 1 1 3	139 157 199 203 208 263 256 244 254 288 264 235	37 35 35 33 43 62 37 46 34 26 51	8 8 4 21 15 15 20 16 16 19 16	366 391 402 430 426 489 484 490 492 504 514
TOTAL VOLUMES : APPROACH %'s :  PEAK HR START TIME :  PEAK HR VOL :	NL 49 3.48% 445 F	16	NR 1315 93.39%	SL 214 84.92%	ST 33 13.10%	SR 5 1.98%	EL 3 0.68%	ET 423 95.92%	ER 15 3.40%	WL 2710 80.39%	WT 485 14.39%	WR 176 5.22%	TOTAL 2000
PEAK HR FACTOR:		0.914			0.778			0.905			0.956		0.973

0

TOTAL

0 1

The second second	1411 11 10	71D 110111	110	COCITI	boi	V11V17 11	` 1					
STREET: North/South	Culver Pl											
East/West	Culver Blvd											
Day:	Wednesday	Date:	M	arch 25, 20	15	Weather:		SUNNY				
Hours: 7-10	& 3-6			Chek	rs:	NDS						
School Day:	YES	District:	_			I/S CO	DE					
	N/B		S/B			E/B			W/B			
DUAL- WHEELED	0		0			0			0			
BIKES BUSES	7 0		24 0			39 0			1 0			
	N/B	TIME	S/B	TIME		E/B	TIME		W/B	TIME		
AM PK 15 MIN	0	0.00	3	9.15		1	9.00		0	0.00		
PM PK 15 MIN	0	0.00	3	16.30		0	0.00		0	0.00		
AM PK HOUR	0	0.00	7	8.30		1	9.00		0	0.00		
PM PK HOUR	0	0.00	11	16.30		0	0.00		0	0.00		
NORTHBOUND A	Approach		:	SOUTHBOU	ND App	roach			7	TOTAL	XING S/L	XING N/L
Hours Lt 7-8 8-9 9-10 15-16 16-17 17-18 TOTAL	Th Th 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rt Total  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	: • • •	Hours 7-8 8-9 9-10 15-16 16-17 17-18		Th  O O O  O O  O O  O O  O O  O O  O O	Rt 2 3 6 7 6 7 31	3 6 7		N-S  2 3 6 7 6 7 31	Ped Sch  5 0  9 0  14 0  9 0  9 0  11 0	Ped         Sch           16         0           13         0           10         0           23         0           12         0           23         0           97         0
EASTBOUND App	proach		,	WESTBOUN	ID Appr	oach			7	TOTAL	XING W/L	XING E/L
Hours Lt 9-10	t Th	Rt Total 0 1		Hours 9-10	Lt	Th 0	Rt 0	Total 0		E-W	Ped Sch	Ped Sch

0

TOTAL

0

0 0

#### **National Data & Surveying Services**

**Project ID:** 15-5172-114 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 3/25/2015 AM

,						A	141						
NS/EW Streets:		Culver PI		(	Culver PI		С	ulver Blvd		(	Culver Blvo	t	
	N	ORTHBOU	ND	SO	UTHBOL	JND	Е	ASTBOUNI	D	V	VESTBOU	ND	
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 1	EL 0	ET 2	ER 0	WL 1.5	WT 1.5	WR 0	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 1 1 0 0 0 1 2 1 3	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 1 1 0 0 0 1 2 2 3
9:30 AM 9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES : APPROACH %'s :	NL 0 #DIV/0!	NT 0 #DIV/0!	NR 0 #DIV/0!	SL 0 0.00%	ST 0 0.00%	SR 11 100.00%	EL 1 100.00%	ET 0 0.00%	ER 0 0.00%	WL 0 #DIV/0!	WT 0 #DIV/0!	WR 0 #DIV/0!	TOTAL 12
PEAK HR START TIME : PEAK HR VOL :	0	AM 0	0	0	0	7	1	0	0	0	0	0	TOTAL 8
PEAK HR FACTOR :		0.000			0.583			0.250			0.000		0.667

**CONTROL**: Signalized

#### **National Data & Surveying Services**

**Project ID:** 15-5172-114 Day: Wednesday **TOTALS** 

City: Los Angeles **Date:** 3/25/2015 РМ

						P	M						
NS/EW Streets:		Culver PI		(	Culver PI		(	Culver Blvc	i	(	Culver Blvd	t	
	N	ORTHBOU	IND	SO	UTHBOL	JND		EASTBOUN	ID	V	VESTBOUI	VD	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	1	0	2	0	1.5	1.5	0	
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	0	0	0	0	0	20	0	0	0	0	0	0	20
APPROACH %'s:	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430	PM											TOTAL
PEAK HR VOL :	0	0	0	0	0	11	0	0	0	0	0	0	11
PEAK HR FACTOR :		0.000			0.917			0.000			0.000		0.917

**CONTROL:** Signalized



STREET: North/South Vista Del Mar Ln East/West Culver Blvd Day: Wednesday Date: March 25, 2015 Weather: SUNNY Hours: 7-10 & 3-6 Chekrs: NDS School Day: YES District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED 3 0 3 1 BIKES 6 9 1 1 BUSES 0 0 0 0 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 47 8.15 9.00 2 8.15 6 8.00 PM PK 15 MIN 16.15 15.00 16.30 17.30 13 2 AM PK HOUR 164 8.00 9.00 9.15 12 7.30 PM PK HOUR 17.00 36 16.00 15.00 16.30 16 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Rt Total Hours Total N-S Rt Ped Sch Ped Sch 7-8 38 7-8 0 15 8-9 0 0 8-9 18 21 125 164 166 14 13 0 71 0 15 9-10 15 37 65 9-10 6 0 13 0 11 25 15-16 0 33 0 25 15-16 0 8 16-17 11 10 16-17 0 38 20 29 12 27 30 24 46 17-18 17-18

TOTAL	66	67	238	371 TOTA	AL 0	22	0	22		393	76	4	144	3
EASTBOUNI	D Approac	eh		WES	ΓBOUND Appro	ach			1	OTAL	XING	W/L	XING	E/L
Hours	Lt	Th	Rt Tota	l Hours	Lt	Th	Rt 7	Γotal		E-W	Ped	Sch	Ped	Sch
7-8	0	0	0	0 7-8	5	0	0	5	ſ	5	0	0	11	0
8-9	0	0	2	2 8-9	12	0	0	12		14	0	0	20	0
9-10	0	0	4	4 9-10	5	0	0	5		9	0	0	28	0
15-16	0	0	1	1 15-16	12	0	0	12		13	0	0	15	0
16-17	0	0	5	5 16-17	11	0	0	11		16	0	0	21	0
17-18	0	0	4	4 17-18	16	0	0	16		20	0	0	38	1
TOTAL	0	0	16	16 TOTA	AL 61	0	0	61		77	0	0	133	1

#### **National Data & Surveying Services**

**Project ID:** 15-5172-214 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles ΑМ

_						Ar	71						Ī
NS/EW Streets:	Vist	a Del Mar	Ln	Vis	ta Del Mar I	Ln	С	ulver Blvc	ł	C	ulver Blvd		
	NO	ORTHBOUI	VD .	S	OUTHBOUN	ID	Е	ASTBOUN	ID	W	'ESTBOUNI	D	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1.5	WT 1.5	WR 0	TOTAL
7:00 AM	1	1	3	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	1	10	0	0	0	0	0	0	2	0	0	13
7:30 AM	3	2	11	0	1	0	0	0	0	1	0	0	18
7:45 AM	3	5	14	0	0	0	0	0	0	2	0	0	24
8:00 AM	4	3	21	0	1	0	0	0	0	6	0	0	35
8:15 AM	5	6	36	0	1	0	0	0	2	3	0	0	53
8:30 AM	5	7	35	0	0	0	0	0	0	1	0	0	48
8:45 AM	4	5	33	0	0	0	0	0	0	2	0	0	44
9:00 AM	4	6	15	0	4	0	0	0	0	1	0	0	30
9:15 AM	5	5	10	0	0	0	0	0	2	0	0	0	22
9:30 AM	2	3	6	0	2	0	0	0	1	2	0	0	16
9:45 AM	2	1	6	0	0	0	0	0	1	2	0	0	12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	38	45	200	0	9	0	0	0	6	22	0	0	320
APPROACH %'s:	13.43%	15.90%	70.67%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	l I
PEAK HR START TIME :	800	AM											TOTAL
PEAK HR VOL :	18	21	125	0	2	0	0	0	2	12	0	0	180
PEAK HR FACTOR :		0.872			0.500			0.250			0.500		0.849

#### **National Data & Surveying Services**

**Project ID:** 15-5172-214 Day: Wednesday **TOTALS** 

**Date:** 3/25/2015 City: Los Angeles РМ

-						Pr	Ч						i
NS/EW Streets:	Vist	a Del Mar	Ln	Vis	ta Del Mar	Ln	С	ulver Blvo	t	Cı	ulver Blvd		
	NO	ORTHBOU	ND	S	OUTHBOUN	ID .	E.	ASTBOUN	1D	W	'ESTBOUNI	D	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1.5	WT 1.5	WR 0	TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM	1 2 2 4 0 7 1 3 2 2 3 1	1 0 2 2 2 2 3 2 3 0 3 1 3	2 5 2 4 3 3 5 2 3 4	0 0 0 0 0 0 0	4 0 2 2 1 1 0 0 3 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 1 2 2 2 2 0	2 5 2 3 0 2 6 3 3 2 7	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	10 12 10 14 7 17 14 16 12 12 15
TOTAL VOLUMES : APPROACH %'s :  PEAK HR START TIME :  PEAK HR VOL :	NL 28 31.82% 415	NT 22 25.00%	NR 38 43.18%	SL 0	ST 13 100.00%	SR 0 0.00%	EL 0 0.00%	ET 0	ER 10 100.00%	WL 39 100.00%	WT 0 0.00%	WR 0 0.00%	TOTAL 150
PEAK HR FACTOR:		0.654			0.333			0.875			0.583		0.868

Tuesday	, Sept	ember	01, 20	15		Location	:	City of Los	Angel	les			PROJECT:	SC07	12	
ADT Linco	In Bo	ouleva	rd so	uth of	Fiji Way.								Prepared by	/ AimT	D tel.	714 753 788
AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB		
00:00	69		65					12:00	499		424					
00:15	57		58					12:15	475		403					
00:30	43		45					12:30	473		437					
00:45	40	209	28	196			105	12:45	501	1948	408	1672				3620
01:00	40		28					13:00	449		428					
01:15	22		31					13:15	441		431					
01:30	24	105	18	0.4		,	100	13:30	423	1700	480	1751				2.474
01:45	19	105	17	94			199	13:45		1720		1751				3471
02:00	11		15					14:00	397		494					
02:15 02:30	10 15		12 17					14:15 14:30	415 456		443 481					
02:30	12	48	12	56		1	104	14:30		1710		1888				3598
03:00	12	40	8	30			104	15:00	400	1710	530	1000				3370
03:00	13		9					15:00	466		570					
03:10	10		13					15:30	455		576					
03:45	16	51	18	48			99	15:45		1764		2289				4053
04:00	18		16					16:00	402		628					
04:15	22		36					16:15	505		640					
04:30	23		55					16:30	474		573					
04:45	64	127	55	162		2	289	16:45	466	1847	667	2508				4355
05:00	48		59					17:00	432		650					
05:15	100		79					17:15	488		669					
05:30	112		108					17:30	549		710					
05:45	145	405	107	353		-	758	17:45	512	1981	693	2722				4703
06:00	187		116					18:00	523		664					
06:15	288		173					18:15	543		641					
06:30	374		186					18:30	483		663					
06:45	578	1427	219	694		2	121	18:45	455	2004	604	2572				4576
07:00	638		250					19:00	449		583					
07:15	663		293					19:15	422		532					
07:30	629		356					19:30	408		532					
07:45	685	2615	411	1310		3	925	19:45	402	1681	475	2122				3803
08:00	633		454					20:00	302		441					
08:15	598		440					20:15	307		342					
08:30	696	0.04	465	1000				20:30	270		352					0500
08:45	674	2601		1802		4	403	20:45		1145		1438				2583
09:00	632		442					21:00	240		325					
09:15	595		501					21:15	261		285					
09:30 09:45	631 573	2431	430	1737		4	168	21:30 21:45	220 228	949	257	1073				2022
		2431	354	1737			100			747	188	1073				2022
10:00 10:15	555 469		312					22:00 22:15	203 190		194					
10:13	452		374					22:30	169		166					
10:30	469	1945		1439		3	384	22:45	123	685	135	683				1368
11:00	444		342	-				23:00	105		123					
11:15	506		386					23:15	94		98					
11:30	451		214					23:30	77		89					
11:45	353	1754		1357		3	111	23:45	71	347		380				727
Total Vol.		13718		9248		22	2966			17781		21098				38879
iotai voi.		13/10		7240		22	2900			17701		21070				36679
										NB		SB	Daily To EB	tals	WB	Combined
										31499		30346			.,,,	61845
					AM					J1477		50540	PM			01073
Split %		59.7%		40.3%	All	37	<b>'.1%</b>			45.7%		54.39				62.9%
Peak Hour		07:00		08:30		0	8:30			17:30		17:15				17:30
Volume P.H.F.		2615		1851			448			2127		2736				4835
P.H.F.		0.95		0.92			0.96			0.96		0.96				0.96

0.95

P.H.F.

0.92

0.96

0.96

17:30 4835 0.96

0.96

Wednesday, June 10, 2015

uiver Boule	vard w/o L	incoln Boul	evard							Pı	repare	d by	AimTD to	<b>el</b> . 951 249 32
M Period NB	B SI	В ЕВ		WB			PM Period	NB	SB	EB		WB		
00:30		26		35			12:00			229		153		
00:15		26		22			12:15			198		143		
00:30		20		24			12:30			173		171		
00:45		15	87	20	101	188	12:45			201	801	162	629	1430
01:00		11		18			13:00			206		154		
01:15		13		5			13:15			192		155		
01:30		14		8			13:30			201		146		
01:45		9	47	11	42	89	13:45			187	786	158	613	1399
02:00		15		12			14:00			185		142		
02:15		8		9			14:15			180		165		
02:30		5		6			14:30			210		186		
02:45		2	30	3	30	60	14:45			179	754	211	704	1458
03:00		8		7			15:00			166		233		
03:15		6		6			15:15			220		220		
03:30		14		16			15:30			183		235		
03:45		4	32	6	35	67	15:45			179	748	294	982	1730
											7.10		702	
04:00		4		8 22			16:00			189 195		286		
04:15		10		22			16:15			185 170		356		
04:30		20 24	58	27 26	83	1 / 1	16:30			179 171	724	371	1359	2083
04:45			38		83	141	16:45				724	346	1339	2083
05:00		23		33			17:00			151		364		
05:15		37		35			17:15			196		361		
05:30		68		47			17:30			199		372		
05:45		97	225	66	181	406	17:45			178	724	358	1455	2179
06:00		126		60			18:00			167		338		
06:15		215		58			18:15			181		338		
06:30		244		68			18:30			192		326		
06:45		348	933	52	238	1171	18:45			155	695	355	1357	2052
07:00		413		61			19:00			144		365		
07:15		405		72			19:15			127		342		
07:30		426		99			19:30			124		254		
07:45		434	1678	121	353	2031	19:45			122	517	259	1220	1737
08:00		410		139			20:00			108		192		
08:15		454		111			20:15			122		179		
08:30		456		135			20:30			121		145		
08:45			1767	132	517	2284	20:45			133	484	126	642	1126
09:00		438		101			21:00			88		122		
09:15		433		109			21:15			100		122		
09:30		418		128			21:30			82		135		
09:45		385	1674	104	442	2116	21:45			68	338	99	478	816
			10/4		774	Z11U					JJ0		770	010
10:00		336		103			22:00			90		94		
10:15		310		96			22:15			75 71		106		
10:30		289	1000	98	200	1/00	22:30			71 51	207	88	250	/ 45
10:45		293	1228	95	392	1620	22:45			51	287	70	358	645
11:00		268		84			23:00			54		62		
11:15		264		95			23:15			34		43		
11:30		221		113			23:30			31		49		
11:45		241	994	113	405	1399	23:45			35	154	52	206	360
otal Vol.			8753		2819	11572					7012		10003	17015
											Daily To	otale		
								NB		SB	EB	ocais	WB	Combined
											15765		12822	28587
	_		<b>AM</b> 75.6%		24 1%	40.5%					<b>PM</b> 41.2%		58.8%	59.5%
Snlit %			1.1.0/0		44.4/0	10.5 /0					T1.4/0	0	30.070	33.3 /0
Split %	00:30	00:30												17:00
Split % Peak Hour Volume	00:30	00:30	08:15 1795		11:45 580	08:00 2284					12:00 801		17:00 1455	17:00 2179

### **APPENDIX C**

Level of Service Worksheets
Existing (2015) Conditions



### Level of Service Workheet (Circular 212 Method)



I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM	PEAK HOUF	र	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
l	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	3	EB 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	24	1	24	21	1	21
ND	← Left-Through	21	0	- '		0	- '
00	↑ Through	1143	1	586	972	1	543
NORTHBOUND	<b>⊤</b> Through-Right		1			1	
RT	<b>├</b> Right	28	0	28	113	0	113
N N	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	. Left	228	1	228	268	1	268
SOUTHBOUND	→ Left-Through		0			0	
301	Through	1118	1	568	1329	1	676
ΙË		18	1 0	18	23	1 0	23
חַכ	← Left-Through-Right	10	0	10	20	0	20
Š	↓ Left-Right		0			0	
	A						
۵	$\stackrel{\mathcal{J}}{ ightarrow}$ Left $\stackrel{\mathcal{J}}{ ightarrow}$ Left-Through	13	0	13	15	0 1	15
N N	→ Through	18	1 0	30	48	0	50
BO	→ Through-Right	10	1	00		1	
EASTBOUND	Right	15	0	30	22	0	50
ΕA	Left-Through-Right		0			0	
	-		0			0	
	√ Left	22	1	22	24	1	24
WESTBOUND			0			0	
S	← Through ← Through-Pight	41	0	194	37	0	210
  }TB	← Through-Right ├ Right	346	1	0	382	1	0
/ES	Left-Through-Right	340	0	U	302	0	U
5	} Left-Right		0			0	
		N	orth-South:	814	٨	lorth-South:	811
	CRITICAL VOLUMES		East-West:	207		East-West:	225
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1021		SUM:	1036
	, ,			0.716			0.727
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.616 _			0.627
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:

Version: 1i Beta; 8/4/2011





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOMO	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	29	1	29	17	1	17
9		29	0	29	17	0	17
<u>בֿ</u>	↑ Through	773	1	413	592	1	364
NORTHBOUND	↑ Through ↑ Through-Right	773	1	415	392	1	304
∥ <del> </del>	→ Right	52	0	52	135	0	135
R R	← Kigiit	JZ	0	52	100	0	100
ž	← Left-Tirrough-Right ← Left-Right		0			0	
			U			U	
	└- Left	446	1	446	381	1	381
	↓ Left-Through	110	0	-1.0	001	0	001
8	↓ Through	613	1	315	997	1	506
<b>P</b>	← Through-Right		1			1	
SOUTHBOUND	باً Right	17	0	17	15	0	15
្ត្រ	← Left-Through-Right		0			0	
S	← Left-Right		0			0	
	Left	19	1	19	19	1	19
ĬĬ	→ Left-Through		0			0	
ნ ∥	→ Through	54	0	75	44	0	61
<u> </u>	→ Through-Right	0.4	1	^	47	1	0
EASTBOUND	Right  Left-Through-Right	21	0	0	17	0	0
Ш	↓ Left-Inrough-Right		0 0			0 0	
	T Cert-Right	l	U			U	
	√ Left	154	1	120	255	1	139
9	✓ Left-Through	104	1	120	200	1	100
WESTBOUND	← Through	85	0	120	23	0	139
BC	Through-Right		0	0		0	
ST	Right	426	1	0	437	1	56
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	_	N	orth-South:	859	٨	lorth-South:	745
	CRITICAL VOLUMES		East-West:	195		East-West:	200
			SUM:	1054		SUM:	945
	VOLUME/CAPACITY (V/C) RATIO:			0.767			0.687
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.587
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			В			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Existing (2015) Conditions'

Count Date: Analyst: RA Date: 6/17/2015

		AI	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
	ATOMO 4 ATOMO ATOM 60	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9		ľ	0	Ü		0	0
<b>ו</b> בֻׁ וּ	↑ Through	0	0	0	0	0	0
BC	↑ Through-Right	ľ	0	Ū		0	U
∥ <del> </del>	→ Right	0	0	0	0	0	0
NORTHBOUND	← Kigiit	ľ	0	U	I	0	U
ž	← Left-Tirrough-Right ← Left-Right		0			0	
	Lett-Night	·	U		1	U	
	└ Left	627	2	345	906	2	<b>49</b> 8
2	↓ Left-Through	021	0	0.10		0	400
8	↓ Through	0	0	0	0	0	0
Ψ̈́	← Through-Right		0			0	
SOUTHBOUND	باً Right	73	1	32	110	1	91
្ត្រ	← Left-Through-Right		0			0	
Ø	← Left-Right		0			0	
					,		
	Left	82	1	82	39	1	39
Į	→ Left-Through		0			0	_ ,
٥	→ Through	112	2	56	147	2	74
<u> </u>	→ Through-Right		0	^		0	0
EASTBOUND	Right	0	0	0	0	0	0
Ш	→ Left-Through-Right → Left-Right		0 0			0 0	
	Leit-Right		. 0			. 0	
	√ Left	0	0	0	0	0	0
9	✓ Left-Through	l	0	J		0	U
WESTBOUND	← Through	90	1	90	120	1	120
BC	Through-Right		0	- 55	.23	0	
ST	Right	744	1	399	459	1	0
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		٨	lorth-South:	345	٨	lorth-South:	498
	CRITICAL VOLUMES		East-West:	481		East-West:	159
			SUM:	826		SUM:	657
	VOLUME/CAPACITY (V/C) RATIO:			0.551			0.438
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.451			0.338
	LEVEL OF SERVICE (LOS):			:			
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 3	WB	3	<b>EB</b> 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-μ						
₽	Left	624	2	343	437	2	240
5	← Left-Through	4445	0	<b>545</b>	4470	0	457
NORTHBOUND	↑ Through	1445	2	515	1176	2	457
∥  ₹	Through-Right	00	1	00	405	1	405
ᅜ	├── Right	99	0	99	195	0	195
∥ ×	Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	Left	1 000	0	400	470		0.7
9	, ∟eπ	222	2 0	122	176	2 0	97
ן ב <u>ֻ</u>	↓ Through	1394	2	502	1401	2	503
<b>B</b> B	→ Through	1394	1	502	1401	1	503
SOUTHBOUND	Right	112	0	112	108	0	108
I≳	Left-Through-Right	112	0	112	100	0	100
SC	Left-Right		0			0	
	Zert Night						
	Left	78	2	43	102	2	56
9	-∱ Left-Through	, ,	0	.0	102	0	
	→ Through	749	2	375	674	2	337
BC	→ Through-Right		0			0	
EASTBOUND	Right	523	1	180	501	1	261
Ā	→ Left-Through-Right		0			0	
-	- deft-Right		0			0	
	√ Left	126	2	69	244	2	134
WESTBOUND			0			0	
٦	← Through	682	2	341	754	2	377
TB	Through-Right		0			0	
ES	Right	181	1	59	226	1	129
Į₹	Left-Through-Right		0			0	
	├─ Left-Right		0	0.45		0	740
	CRITICAL VOLUMES	l ^	lorth-South:	845	_ ^	lorth-South:	743
	CRITICAL VOLUMES		East-West:	444		East-West:	471
	VOLUME/CARACITY (VOLDATIO)		SUM:	1289		SUM:	1214
	VOLUME/CAPACITY (V/C) RATIO:			0.937			0.883
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.837			0.783
	LEVEL OF SERVICE (LOS):			D			С
	DEMARKO	<u> </u>			I		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB U	VVD	3 2	EB 0	VVD	3 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
٥	↑ Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
∥ ŏ	↑ Through	1351	2	524	1356	2	549
H H	∱ Through-Right		1			1	
R	├─ Right	221	0	221	292	0	292
	← Left-Through-Right		0			0	
	← Left-Right		0			0	
□	Left	869	2	478	825	2	454
N	⇒ Left-Through	4204	0	444	1575	0	FOF
BO	↓ Through	1324	3 0	441	15/5	3 0	525
ᄪ		0	0	0	0	0	0
SOUTHBOUND	← Left-Through-Right	U	0	U	U	0	U
SC	Left-Right		0			0	
					•		
	→ Left	0	0	0	0	0	0
9			0			0	
EASTBOUND	→ Through	0	0	0	0	0	0
BC	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
EA	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
<u>ا</u> م	✓ Left	201	2	111	188	2	103
WESTBOUND		0	0	0	_	0	0
<u></u> 0	← Through ← Through-Right	0	0 0	0	0	0 0	0
= STE	Right	1163	2	162	799	2	0
Æ	Left-Through-Right	1100	0	102	7 9 9	0	O
<	Left-Right		0			0	
	γ <del>-</del>	٨	lorth-South:	1002		lorth-South:	1003
	CRITICAL VOLUMES		East-West:	162		East-West:	103
			SUM:	1164		SUM:	1106
	VOLUME/CAPACITY (V/C) RATIO:			0.817			0.776
N/	/C LESS ATSAC/ATCS ADJUSTMENT:			0.717			0.676
"							
	LEVEL OF SERVICE (LOS):			С			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		İ AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases	,,,,,,,		4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	197	1	197	116	1	116
P	- Left-Through	107	0		110	0	
<u> </u>	↑ Through	1333	2	452	1256	2	422
₽ B	↑ Through-Right		1			1	
NORTHBOUND	Right	23	0	23	9	0	9
Q	← Left-Through-Right		0			0	-
Z	← Left-Right		0			0	
۵	├- Left	27	1	27	40	1	40
N S			0			0	
<u>0</u>	↓ Through	1299	2	519	1486	2	595
∥ੁ∺	→ Through-Right		1			1	
SOUTHBOUND		258	0	258	299	0	299
SC	← Left-Through-Right ∴ Left-Right		0 0			0	
	Lett-Night	·	U			. •	
	ر Left	210	1	106	327	1 1	165
9			1			1	
<b>וו</b> ת	→ Through	1	0	106	3	0	165
BC	→ Through-Right		0			0	
EASTBOUND	Right	59	1	0	107	1	49
E	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left	2	0	3	9	: 0 :	9
₽	γ Leπ <del>√</del> Left-Through	3	0	3	9	0	9
STBOUND	← Through	1	0	15	2	0	20
BC	← Through-Right	·	0	.5	_	0	
ST	Right	11	0	0	9	0	0
WE			1			1	
	├─ Left-Right		0			0	
		N	orth-South:	716		lorth-South:	711
	CRITICAL VOLUMES		East-West:	121		East-West:	185
			SUM:	837		SUM:	896
	VOLUME/CAPACITY (V/C) RATIO:			0.609			0.652
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.552
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMADKS:	<u> </u>			U		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

AM PEAK HOUR PM PEAK HOUR							
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3 EB 0	SB	0	NB 3	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	<b>EB</b> 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	185	1	185	94	1	94
ĮĘ	← Left-Through		0			0	
NORTHBOUND	↑ Through	1527	3	509	1233	3	411
∥≝	Through-Right		0			0	
区	Right	427	1	275	331	1	88
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	155	1	155	211	1 1	211
SOUTHBOUND	Left-Through	100	0	100	211	0	211
8	↓ Through	1101	2	380	1465	2	507
<u> </u>	← Through-Right		1			1	
5	୍ଧ୍ Right	39	0	39	57	0	57
Į į	← Left-Through-Right		0			0	
		l	0			0	
	∫ Left	0	0	0	0	0	0
₽	→ Left-Through	U	0	U	0	0	U
5	→ Through	547	1	298	509	1	347
B	→ Through-Right	·	1			1	• • • • • • • • • • • • • • • • • • • •
EASTBOUND	Right	48	0	48	184	0	184
ĕ	→ Left-Through-Right		0			0	
	│		0			0	
	l C 10#	070	2	450	440	. 0 !	040
₽		276	2 0	152	442	2 0	243
∥Ž	← Through	434	1	272	535	1	307
BG	← Through-Right	707	1	212	000	1	007
ESTBOUND	Right	110	0	110	78	0	78
NE WE			0			0	
	├─ Left-Right		0			0	
	OBITION VOLUME	۸ ا	orth-South:	664	٨	lorth-South:	622
	CRITICAL VOLUMES		East-West:	450	East-West:		590
	VOLUME/CARACITY (V/O) BATIO		SUM:	1114		SUM:	1212
	VOLUME/CAPACITY (V/C) RATIO:			0.810			0.881
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.781
	LEVEL OF SERVICE (LOS):			С			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 1	WB	0	EB 1	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
₽	↑ Left	839	2	461	623	2	343
5	← Left-Through	4000	0	667	4550	0	F24
BO	↑ Through	1966	2	667	1556	2	531
IE	Through-Right	20	1	20	0.7	1	0.7
NORTHBOUND	Right	36	0	36	37	0	37
×	Left-Through-Right		0			0	
	← Left-Right	<u> </u>	0			0	
	└ Left	50	1	50	45	1 1	45
9	Left-Through	50	0	50	45	0	45
Į	↓ Through	1326	2	466	1982	2	690
BC	→ Through → Through-Right	1320	1	400	1902	1	090
SOUTHBOUND	→ Right	72	0	72	88	Ö	88
∥ଞ	← Left-Through-Right	, -	Ö	12		Ö	00
S	Left-Right		0			0	
		•					
	ے Left	68	1	<b>6</b> 8	81	1	81
			0			0	
<u>ה</u>	ightarrow Through	16	1	16	24	1	24
BC BC	→ Through-Right		0			0	
EASTBOUND	Right	544	1	0	895	1	0
E	→ Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	C 1.6						
	✓ Left	30	0	30	50	0	50
		40	1	42	07	1	F 4
<u>0</u>	— Through	10	0	43	27	0	54
WESTBOUND	Right	33	0	0	27	0	0
<b> </b>	Left-Through-Right	33	0	0	21	0	0
>	Left-Right		0			0	
	, <u></u>		orth-South:	927	٨	lorth-South:	1033
	CRITICAL VOLUMES	l "	East-West:	111	1	East-West:	135
			SUM:	1038		SUM:	1168
	VOLUME/CAPACITY (V/C) RATIO:			0.728			0.820
1//	C LESS ATSAC/ATCS ADJUSTMENT:						
"				0. <b>62</b> 8			0.720
	LEVEL OF SERVICE (LOS):			В			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	↓ Left-Through	Ĭ	0	ŭ		0	O
Į⊼	↑ Through	2541	2	1195	1892	2	791
BC	Through-Right	2041	1	1100	1002	1	701
E	Right	1045	0	1045	481	0	481
NORTHBOUND	← Left-Through-Right	1040	0	10-10	101	0	701
Ž	Left-Right		0			0	
						<u> </u>	
	. ⊢ Left	0	0	0	0	0	0
Z	├→ Left-Through		0			0	
٦	↓ Through	1941	2	971	2889	2	0
H H	← Through-Right		0			0	
SOUTHBOUND	୍ଧ୍ Right	0	0	0	0	0	0
∥ ŏ	← Left-Through-Right		0			0	
U"	∠ Left-Right	<u> </u>	0			0	
	│			_			_
		0	0	0	0	0	0
	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	0	0 0	0	0	0	0
<u>0</u>	→ Through → Through-Right	U	0	U	0	0	U
EASTBOUND	Right	0	0	0	0	0	0
¥.	Left-Through-Right	Ŭ	0	Ŭ		0	0
"	✓ Left-Right		0			Ö	
	√ Left	0	0	0	0	0	0
WESTBOUND			0			0	
გ	← Through	0	0	0	0	0	0
∥ ğ	† Through-Right		0			0	
S	Right	296	2	163	293	2	161
\$	Left-Through-Right		0			0	
<u> </u>	├─ Left-Right		0	4405		0	70.4
	CRITICAL VOLUMES	l ^	lorth-South:	1195	^	lorth-South:	791
	CRITICAL VOLUMES		East-West: SUM:	163		East-West: SUM:	161
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:	1358		SUIVI:	952
	, ,			0.905			0.635
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.805			0.535
	LEVEL OF SERVICE (LOS):			D			Α
	DEMARKS.						

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-#					!	
₽	Left	14	1	14	30	1	30
5	← Left-Through	0070	0	740	4550	0	200
NORTHBOUND	↑ Through	2873	4	718	1559	4	390
IE	Through-Right	404	0	000	000	0	40
R	→ Right	484	1	309	306	1	43
N	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	Left	1 444	2	044	F40		000
9	, ⊢ ⊆π	444	2 0	244	513	2 0	282
ă	↓ Through	1081	4	270	1745	4	436
BC	→ Through	1001	0	210	1745	0	430
H	→ Right	177	1	0	659	1	576
SOUTHBOUND	← Left-Through-Right	177	0	U	039	0	370
SC	Left-Right		0			0	
	24 <b>-</b> 011 Ngm					<u> </u>	
	<b>→</b> Left	183	1	183	83	1 1	83
9	-^→ Left-Through		0			0	
<u>ה</u>	→ Through	288	2	109	172	2	81
BC	→ Through-Right		1			1	
EASTBOUND	Right	38	0	38	70	0	70
E	→ Left-Through-Right		0			0	
	- deft-Right		0			0	
	✓ Left	318	2	175	478	2	263
¥			0			0	
WESTBOUND	← Through	111	2	56	339	2	170
<b>■</b> TB	Through-Right		0			0	
ES	Right	710	2	147	739	2	124
>	Left-Through-Right Left-Right		0 0			0	
	↓ Leit-Right	A.	orth-South:	060		lorth-South:	672
	CRITICAL VOLUMES	l "	East-West:	962 330		East-West:	344
	OR HOAL VOLUMES		SUM:	1292		SUM:	1016
	VOLUME/CAPACITY (V/C) RATIO:		30111.			GOIVI.	
				0.940			0.739
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.840			0.639
	LEVEL OF SERVICE (LOS):			D			В
	DEMARKS.						

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		N5	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-μ						
₽	Left	0	0	0	0	0	0
Š	← Left-Through	0450	0	700	0005	0	504
BO	↑ Through	3153	4	788	2085	4	521
IE	Through-Right	5.45	0	400	000	0	404
NORTHBOUND	Right	545	1	438	239	1	164
N	Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	Left	1 40	2	00	F0		00
9	, ∟eπ	42	2 0	23	52	2 0	29
ă	↓ Through	1372	4	343	2319	4	580
SOUTHBOUND	→ Through	1372	0	343	2319	0	560
E E	→ Right	0	0	0	0	0	0
<u> </u>	Left-Through-Right	0	0	U	0	0	o
SC	Left-Right		0			0	
	Zert Night	1					
	Left	0	0	0	0	0	0
9	-∱ Left-Through		0	_		0	_
ă	→ Through	0	0	0	0	0	0
ВС	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
EASTBOUND	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	*						
	√ Left	194	2	107	137	2	75
WESTBOUND			0			0	
<u>ا</u>	← Through	0	0	0	0	0	0
TB	Through-Right		0			0	
ES	Right	35	1	12	44	1	15
I	Left-Through-Right		0			0	
	├─ Left-Right		0	044	_	0	500
	CRITICAL VOLUMES	l ^	orth-South:	811	_ ^	lorth-South:	580
	CRITICAL VOLUMES		East-West:	107		East-West:	75 655
	VOLUME/CARACITY (1/O) RATIO		SUM:	918		SUM:	655
	VOLUME/CAPACITY (V/C) RATIO:			0.644			0.460
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.544			0.360
	LEVEL OF SERVICE (LOS):			Α			Α
<u> </u>	DEMARKO	<u> </u>			<u> </u>	;	

REMARKS:





I/S #: 12 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		
		0
Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB	SB WB	0
ATSAC-1 or ATSAC+ATCS-2?	VVD	2
Override Capacity 0		0
MOVEMENT No. of Lane	No. of	Lane
Volume Lanes Volume Volume	Lanes	Volume
Δ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0	43
En Left-Through	1	
	0	46
里 h Through-Right 0	0	0
QN DOWN Left-Through       1         NOW HEAD Through       0       0       10       3         Through-Right       0       0       10       3         Right       831       1       0       364         V Left-Through-Right       0       364	1	0
Q ← Left-Through-Right 0	0	
Left-Right 0	0	
C	0	1
ONDO	0	•
	0	2
및 및 → Through-Right 0	0	
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	0	0
o	1	
σ	0	
	1	2
	0	2
2  → Through 1428 1 722 546	1	294
O	1	
Q	0	42
Left-Through-Right 0	0	
Left-Right 0	0	
Q	1 0	939
2	U 1	697
O	1	031
↑ Left-Through	0	2
Left-Through-Right 0	0	_
Control Contr	0	
	orth-South:	47 1233
	East-West:	
SUM: 1072	SUM:	1280
VOLUME/CAPACITY (V/C) RATIO: 0.752		0.898
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.652		0.798
LEVEL OF SERVICE (LOS):		С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND O	0.5	0	AUD 0	0.5	0
'	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		,,, <u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	2	<b>LD</b> 0	<b>115</b>	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	334	2	184	995	2	547
<u>Z</u>	← Left-Through	_	0	_		0	_
NORTHBOUND	↑ Through	0	0	0	0	0	0
ᄩ	Through-Right	_	0	_	_	0	-
ᅜ	Right	5	1	5	7	1	7
∥¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
_	└ Left	0	0	0	0	0	0
SOUTHBOUND	Left-Through	l	0	J		0	U
8	↓ Through	0	0	0	0	0	0
<u>ĕ</u>	→ Through-Right		0			0	_
ΙĖ	جٰ Right	0	0	0	0	0	0
ಠ್ಣ	← Left-Through-Right		0			0	
, o	∠ Left-Right		0			0	
	1 4			_	_		_
	J Left	0	0	0	0	0	0
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	1000	0	005	770	0	207
୲ୢ୕ଊ	→ Through  → Through-Right	1969	2 0	985	773	2 0	387
l ii	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	Ŭ	0	Ü		0	U
"	✓ Left-Right		0			0	
					<u> </u>		
	√ Left	72	0	72	72	0	72
ESTBOUND			1			1	
გ	← Through	477	1	455	1347	1	818
<u>B</u>	Through-Right	_	0		_	0	
ES	Right	0	0	0	0	0	0
₹	Left-Through-Right  Left-Right		0 0			0 0	
<u> </u>	↓ Lett-Ngiit	Α.	lorth-South:	184	Α.	lorth-South:	547
	CRITICAL VOLUMES	"	East-West:	1057		East-West:	818
			SUM:	1241		SUM:	1365
	VOLUME/CAPACITY (V/C) RATIO:			0.827			0.910
V/	C LESS ATSAC/ATCS ADJUSTMENT:						
"				0.727			0.810
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	← Left-Through	Ŭ	0	Ü		0	O
<b>ו</b> בַּ	↑ Through	0	0	0	0	0	0
BC	Through	U	0	Ū		0	U
Ӗ	1 r'	0	0	0	0	0	0
NORTHBOUND	├─ Right ← Left-Through-Right	l	0	U		0	U
ž	← Left-Tirrough-Right  ← Left-Right		0			0	
	I T Leit-Right	l	U			U	
	Left ∟	115	1	115	100	1	100
SOUTHBOUND	├─ Left-Through		0			o O	
8	↓ Through	0	1	0	4	1	4
单	←     Through-Right		1			1	
Ē	رُب Right	35	0	35	59	0	59
ಠ್ಣ	← Left-Through-Right		0			0	
0)	∠, Left-Right		0			0	
	1 4				1		
	J Left	0	0	0	0	0	0
Z	→ Left-Through	4770	0	500	705	0	040
ಠ್ಷ	→ Through → Through-Right	1770	3	590	725	3	242
	→ Through-Right → Right	000	0	E 4.4	202	0	470
EASTBOUND	Left-Through-Right	989	2 0	544	323	2 0	178
Ш	→ Left-Right		0			0	
	1 ) Lett-ragin						
	√ Left	99	1	99	301	1 1	301
			0			0	
<b>₽</b>	← Through	565	2	283	1490	2	745
<u> </u>	← Through-Right		0			0	
WESTBOUND	Right	0	0	0	0	0	0
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	OBITION VOLUME	^	orth-South:	115	^	lorth-South:	100
	CRITICAL VOLUMES		East-West:	689			745
	VOLUME/CARACITY (1/O) BATIO		SUM:	804		SUM:	845
	VOLUME/CAPACITY (V/C) RATIO:			0.536			0.563
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.436		0.463	
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMARKO	·	i		I		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	tight rame	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	<u> </u>	180	1	99	278	1	153
<u> </u>	← Left-Through		1			1	
ŭ	↑ Through	294	0	416	232	0	277
∥ੁ≝	∱ Through-Right		1			1	
NORTHBOUND	├─ Right	122	0	122	45	0	45
9	← Left-Through-Right		0			0	
	← Left-Right		0			0	
₽	Left	81	1	81	155	1	155
N	⇒ Left-Through		0			0	
30	↓ Through	0	0	0	0	0	0
ᄩ	→ Through-Right	4.40	0	^	547	0	440
SOUTHBOUND	→ Right	149	1	0	517	1	416
SC	← Left-Through-Right		0			0	
	∠ Left-Right		0				
	ے Left	498	1	498	202	1 1	202
Ω	→ Left-Through	490	0	490	202	0	202
S	→ Through	1383	2	692	620	2	310
30	→ Through-Right	1000	0	002	020	0	010
STE	Right	0	0	0	0	Ö	0
EASTBOUND	Left-Through-Right	Ĭ	0	ŭ		Ō	ŭ
ш ш	- Left-Right		0			0	
	√ Left	0	0	0	0	0	0
WESTBOUND			0			0	
	← Through	324	2	162	984	2	492
ΙĎ	← Through-Right		0			0	
S	Right	324	1	284	257	1	180
KE	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		<u>۸</u>	lorth-South:	497	^	lorth-South:	693
	CRITICAL VOLUMES		East-West:	782		East-West:	694
			SUM:	1279		SUM:	1387
	VOLUME/CAPACITY (V/C) RATIO:			0.898			0.973
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.873
	LEVEL OF SERVICE (LOS):			С			D
	DEMARKS:	<u> </u>			<u> </u>	i	<u> </u>

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 2	WB	0	<b>EB</b> 2	WB	0
	Override Capacity			2			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
2	← Left-Through		0			0	
∥∂	↑ Through	0	0	0	0	0	0
<u> </u>	<b>∱</b> Through-Right		0			0	
R I	<mark>∕→ Right</mark>	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right	<u></u>	0			0	
	1 - 54	1 47	4	4-7		: 4 :	00
9	→ Left → Left-Through	17	1 0	17	22	0	22
<u>בֿ</u>	↓ Through	1096	1	553	1050	1	531
<u> </u>	→ Through → Through-Right	1090	1	333	1000	1	331
SOUTHBOUND	√ Right	9	0	9	12	Ö	12
გ	← Left-Through-Right		0			0	
တ			0			0	
	Left	0	0	0	0	0	0
∥₹	→ Left-Through	470	0	400	444	0	00.4
್ದ	→ Through → Through-Right	472	1 1	408	441	1	394
l ii	Right	753	1	0	741	1	0
EASTBOUND	→ Left-Through-Right	733	0	U	741	0	U
"	→ Left-Right		0			0	
	• •	•			·		
	✓ Left	471	2	259	673	2	370
WESTBOUND	← Left-Through     ← Le		0			0	
∥ ಠ್ಣ	← Through	892	2	446	1077	2	539
E E	← Through-Right	_	0 0	_	_	0	_
∥ Es	Right Left-Through-Right	0	0	0	0	0	0
	Left-Right		0			0	
		orth-South:	553		lorth-South:	531	
	CRITICAL VOLUMES		East-West:	667		East-West:	764
			SUM:	1220		SUM:	1295
	VOLUME/CAPACITY (V/C) RATIO:			0.909			
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.756			0.809
	LEVEL OF SERVICE (LOS):			C			D
	DEMARKS.	<u> </u>		U			ט

REMARKS:





I/S #: 17 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Conditions

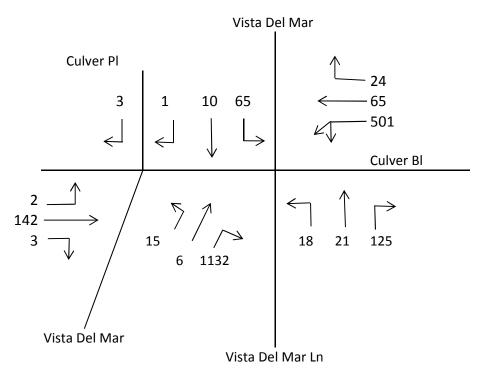
Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	A/D	0.5	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵	<u> </u>	524	1	524	556	1	502
Z	← Left-Through		1			1	
NORTHBOUND	↑ Through	1356	1	<b>67</b> 8	950	1	502
∥Ë	Through-Right	570	0	570	007	0	007
ᅜ	→ Right	576	1	576	397	1	397
∥ĕ	← Left-Through-Right		0			0	
	Left-Right		0			0	
	└ Left	0	0	0	0	0	0
SOUTHBOUND	├─ Left-Through	Ĭ	0	•		0	ŭ
	↓ Through	0	0	0	0	0	0
	← Through-Right		0			0	
5	ب Right	0	0	0	0	0	0
ပ္တ	← Left-Through-Right		0			0	
		<u> </u>	0			0	
	Left	30	1	30	14	1	14
₽	Left-Through	30	0	30	14	0	'4
5	→ Through	494	2	247	441	2	221
BC	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
M	→ Left-Through-Right		0			0	
	│		0			0	
	l C 10#		0				
₽		0	0 0	0	0	0 0	0
3		717	2	249	1225	2	423
<b>₩</b>	Through-Right	/ 1/	1	240	1220	1	720
ESTBOUND	Right	30	0	30	43	0	43
NE			0			0	
	├─ Left-Right		0			0	
			orth-South:	678	٨	lorth-South:	502
	CRITICAL VOLUMES		East-West:	279		East-West:	437
	VOLUME/CARACITY (1/O) BATIO		SUM:	957		SUM:	939
	VOLUME/CAPACITY (V/C) RATIO:			0.672			0.659
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.559
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:

#### CMA METHODOLOGY EXISTING (2015) CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



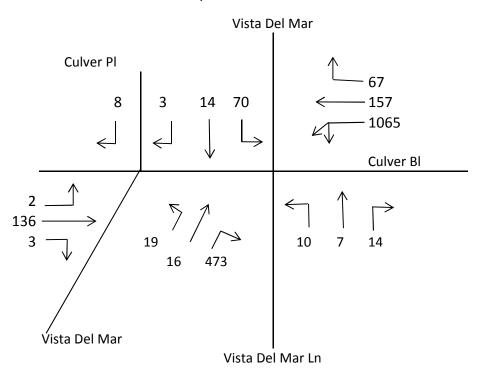
1. 
$$501 \times 0.55$$
 or  $(65 + 24)$ 

3. 
$$(2+142+3)$$

4. 
$$65 + (18 + 21 + 125)$$
 or  $18 + (65 + 10 + 1)$ 

#### CMA METHODOLOGY EXISTING (2015) CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



1. 
$$1065 \times 0.55$$
 or  $(157 + 67)$ 

3. 
$$(1+136+3)$$

4. 
$$70 + (10 + 7 + 14)$$
 or  $10 + (70 + 14 + 3)$ 

### **APPENDIX D**

Level of Service Worksheets
Existing (2015) plus Project Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		АМ	PEAK HOUF	2	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	A/D	0.0	0	A/D 0	0.0	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	24	1	24	21	1	21
≥	← Left-Through	4440	0	500	074	0	544
B 8	↑ Through	1143	1	586	974	1 1	544
I₽	Through-Right Right	28	1 0	28	113	0	113
NORTHBOUND	← Right	20	0	20	113	0	113
Ž	Left-Right		0			0	
	1   ===================================		<u> </u>			<u> </u>	
	└→ Left	228	1	228	268	1	<b>26</b> 8
Į	→ Left-Through		0			0	
ğ	Through	1119	1	569	1332	1	678
l ਝ	→ Through-Right	40	1	40		1	00
SOUTHBOUND	<ul><li>✓ Right</li><li>→ Left-Through-Right</li></ul>	18	0	18	23	0	23
သင	← Left-Through-Right		0 0			0 0	
	Lett-Night		U			U	
_	_ J Left	13	0	13	15	0	15
R			1			1	
<b> </b>	→ Through	18	0	30	48	0	50
Ĕ	→ Through-Right		1			1	
EASTBOUND	Right	15	0	30	22	0	50
E	Left-Through-Right		0			0 0	
	│	1	0			U	
	✓ Left	22	1	22	24	1	24
R			0			0	
9	← Through	41	0	194	37	0	210
Ρ́Ē	← Through-Right		1			1	
WESTBOUND	Right	346	1	0	382	1	0
>	Left-Through-Right Left-Right		0 0			0 0	
	↓ Lett-Night	, , , , , , , , , , , , , , , , , , ,	orth-South:	814	Λ.	orth-South:	812
	CRITICAL VOLUMES	Ι "	East-West:	207	"	East-West:	225
			SUM:	1021		SUM:	1037
	VOLUME/CAPACITY (V/C) RATIO:			0.716			0.728
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.628
	LEVEL OF SERVICE (LOS):			В			В
<u></u>	LEVEL OF SERVICE (LOS).			D			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	29	1	29	17	1	17
9	↓ Left-Through	20	0	20	.,	0	17
Į⊼	↑ Through	773	1	413	594	1 1	368
BC	Through-Right	110	1	410	004	1	000
E	Right	53	0	53	141	0	141
NORTHBOUND	← Left-Through-Right		0	00	1-71	0	171
ĮŽ	Left-Right		0			0	
	Lettright	1					
	. Left	446	1	446	381	1	381
¥	├─ Left-Through		0			0	
0	↓ Through	614	1	316	1000	1	508
H H	← Through-Right		1			1	
SOUTHBOUND	ب Right	17	0	17	15	0	15
∥ <u>ŏ</u>	← Left-Through-Right		0			0	
0	∠ Left-Right		0			0	
	1 1 2		, , ,			. , ,	
	J Left  ↑ Left Through	19	1	19	19	1	19
	→ Left-Through	F.4	0	75	4.4	0	64
Į Ž	→ Through  → Through-Right	54	0 1	75	44	0 1	61
I	Right	21	0	0	17	0	0
EASTBOUND	Left-Through-Right	21	0	U	17	0	U
╽╙	→ Left-Right		0			0	
	1 ) ==				1		
	√ Left	156	1	121	262	1	143
			1			1	
WESTBOUND	← Through	85	0	121	23	0	143
∥ ĭğ	← Through-Right		0			0	
S	Right	426	1	0	437	1	56
ĕ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	l ^	lorth-South:	859	^	lorth-South:	749
	CRITICAL VOLUMES		East-West:	196		East-West:	204
	VOLUME (OADACITY 4//O) DATIO		SUM:	1055		SUM:	953
	VOLUME/CAPACITY (V/C) RATIO:			0.767			0.693
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.593
	LEVEL OF SERVICE (LOS):			В			Α
<u> </u>	DEMARKO	<u> </u>			<u> </u>	i	- 1

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases		10. 1 mm 1 mm 1 mm 1 mm 1 mm 1 mm 1 mm 1	2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
•	tight runio. FREE 1, MCTOR 2 of 02700.	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			. 0
	MOVEMENT	١.,.	No. of	Lane Volume		No. of	Lane
	<b>—</b>	Volume	Lanes		Volume	Lanes	Volume
□	1 Left	0	0	0	0	0	0
	← Left-Through		0			0	
30	↑ Through	0	0	0	0	0	0
IE	Through-Right	_	0	_		0	0
NORTHBOUND	Right	0	0	0	0	0	0
∥ ×	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	607	2	245	000		400
9	→ Leπ → Left-Through	627	2 0	345	906	2 0	498
Į	↓ Through	0	0	0	0	0	0
BC	→ Through-Right	ľ	0	Ü		0	U
SOUTHBOUND	→ Right	75	1	33	120	1	97
<b>□</b> 0	← Left-Through-Right		0	00	120	0	0,1
Š	↓ Left-Right		0			0	
				•	1		
_	ر Left	84	1	84	47	1	47
	→ Left-Through		0			0	
EASTBOUND	→ Through	114	2	57	157	2	79
l ğ	<b>◯</b> Through-Right		0			0	
S	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	1 0	0			0	0
₽	ν μεπ √ Left-Through	0	0	0	0	0	0
Š	← Through	94	1	94	139	1	139
STBOUND	← Through-Right	34	0	34	109	0	109
STI	Right	744	1	399	459	1	0
WE	Left-Through-Right	'	0	000	400	0	0
>	⊱ Left-Right		0			0	
		North-South:		345	North-South:		498
	CRITICAL VOLUMES		East-West:	483		East-West:	186
			SUM:	828		SUM:	684
	VOLUME/CAPACITY (V/C) RATIO:			0.552			0.456
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.452			0.356
•				:			
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 3	WB	3	EB 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	624		343	437		240
Q	I :	024	2	343	437	2	240
5	← Left-Through	1116	0	E1E	1170	0	458
NORTHBOUND	↑ Through	1446	2	515	1178	2	406
∓	Through-Right	100	1	100	107	1	197
X	→ Right	100	0	100	197	0	197
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	│	222	2	122	176	2	97
SOUTHBOUND	Left-Through	222	0	122	170	0	91
∥ਨੋ	↓ Through	1395	2	502	1404	2	504
BK	✓ Through-Right	1000	1	302	1 10 1	1	55.
lĖ	→ Right	112	0	112	108	0	108
∥ ∂	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ے Left	78	2	43	102	2	56
N	→ Left-Through		0			0	
EASTBOUND	→ Through	749	2	375	674	2	337
ΙΒ̈́	→ Through-Right		0			0	
ls.	Right	523	1	180	501	1 1	261
Ē	Left-Through-Right		0			0	
	{ Left-Right	l .	0			0	
	√ Left	107	. 0	70	247	. 2	136
□	γ Leπ	127	2 0	70	247	2 0	136
5	← Through	682	2	341	754	2	377
BO	← Through-Right	002	0	071	7.54	0	011
WESTBOUND	Right	181	1	59	226	1	129
ξ	Left-Through-Right		0	50		0	.20
^	├ Left-Right		0			0	
		٨	lorth-South:	845	٨	lorth-South:	744
	CRITICAL VOLUMES		East-West:	445		East-West:	473
			SUM:	1290		SUM:	1217
	VOLUME/CAPACITY (V/C) RATIO:			0.938			0.885
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.838			0.785
-							
	LEVEL OF SERVICE (LOS):			D			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR	į.	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	<b>EB</b> 0	VVB	3	<b>EB</b> 0	VVB	3 2
	Override Capacity			2			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
Į	<		0			0	
∥ ŏ	↑ Through	1352	2	524	1361	2	551
H H	↑ Through-Right		1			1	
R	├─ Right	221	0	221	292	0	292
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	↓ Left	000	2	470	0.05	_	45.4
9	<ul><li>↓ Leπ</li><li>↓ Left-Through</li></ul>	869	2 0	478	825	2 0	454
<b>ו</b> בֻ	↓ Through	1325	3	442	1582	3	527
BC	→ Through-Right	1020	0	772	1002	0	021
SOUTHBOUND	Right	0	0	0	0	0	0
00	← Left-Through-Right	ŭ	0	ŭ	Ŭ	0	ŭ
Š	↓ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
<b>□</b> 0	→ Through	0	0	0	0	0	0
ΙB	→ Through-Right	_	0	_		0	
EASTBOUND	Right	0	0	0	0	0	0
E/	Left-Through-Right		0			0	
	-		0			0	
	√ Left	201	2	111	188	2	103
9	✓ Left-Through	201	0	111		0	100
ן אַ	← Through	0	0	0	0	0	0
WESTBOUND	← Through-Right	_	0			0	
ST	Right	1163	2	162	799	2	0
×	Left-Through-Right		0			0	
ــــــــــــــــــــــــــــــــــــــ	├─ Left-Right		0			0	
		٨	lorth-South:	1002	_ ^	lorth-South:	1005
	CRITICAL VOLUMES		East-West:	162		East-West:	103
<u> </u>	VOLUME IOA DA CITI AVEL DA TIO		SUM:	1164		SUM:	1108
	VOLUME/CAPACITY (V/C) RATIO:			0.817			0.778
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.717			0.678
	LEVEL OF SERVICE (LOS):			С			В
	DEMARKS			<u> </u>			_

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		l AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	197	1	197	116	1	116
N	← Left-Through		0			0	
0	↑ Through	1334	2	452	1261	2	423
Ψ̈́	↑ Through-Right		1			1	
NORTHBOUND	Right	<b>2</b> 3	0	23	9	0	9
Q	← Left-Through-Right		0			0	
	← Left-Right		0			0	
Ω	↓ Left	27	1	27	40	1	40
SOUTHBOUND	→ Left-Through ————————————————————————————————————		0			0	
30	↓ Through	1300	2	519	1493	2	597
ᄩ	→ Through-Right	050	1	050	000	1	000
ĮΣ		258	0 0	258	299	0 0	299
SC	Left-Right		0			0	
	200 Ecrement		U I				
	Ĵ Left	210	1	106	327	1 1	165
P	→ Left-Through		1			1	
EASTBOUND	ightarrow Through	1	0	106	3	0	165
BC	→ Through-Right		0			0	
S)	Right	59	1	0	107	1	49
Ä	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	3	0	3	9	0	9
₽	ν Leπ <b>∵</b> Left-Through	3	0	3	9	0	9
STBOUND	← Through	1	0	15	2	0	20
BC	← Through-Right	'	0	.5	_	0	20
ST	Right	11	0	0	9	0	0
WE			1	-		1	
	├─ Left-Right		0			0	
		N	orth-South:	716	North-South:		713
	CRITICAL VOLUMES		East-West:	121		East-West:	185
			SUM:	837		SUM:	898
	VOLUME/CAPACITY (V/C) RATIO:			0.609			0.653
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.553
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMARKS:	<u> </u>		73	<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	W PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0	<b>EB</b> 0	WB	0
	Override Capacity			2			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	185	1	185	94	1	94
ΙŻ	←↑ Left-Through		0			0	
ا ا	∱ Through	1528	3	509	1238	3	413
옆	<b>├</b> → Through-Right		0			0	
R	<mark>∕→ Right</mark>	427	1	275	331	1	88
NORTHBOUND	< <b>├→</b> Left-Through-Right		0			0	
_	← Left-Right		0			0	
						! 4	
₽	→ Left  Left-Through	155	1	155	211	1	211
Į		1102	0 2	200	1.470	0 2	510
BC	→ Through	1102	1	380	1472	1	310
I₽	✓ Right	39	0	39	57	0	57
SOUTHBOUND	Left-Through-Right	09	0	33	01	0	31
တိ	Left-Right		0			0	
					1		
	_ُ Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
EASTBOUND	→ Through	548	1	<b>29</b> 8	515	1	350
ΪĚ	→ Through-Right		1			1	
AS	Right	48	0	48	184	0	184
Э	→ Left-Through-Right → Left-Right		0 0			0	
	Leit-Right		U			. 0	
	√ Left	276	2	152	442	2	243
			0			0	
∥ର୍ଚ୍ଚ	← Through	436	1	273	542	1	310
∥ ĕ	Through-Right		1			1	
WESTBOUND	Right	110	0	110	78	0	78
∥署	Left-Through-Right		0			0	
<u> </u>	├─ Left-Right		0	004		0	20.4
	CRITICAL VOLUMES	l ^	orth-South: East-West:	664 450	_ ^	lorth-South: East-West:	624
	CRITICAL VOLUMES		East-vvest: SUM:	450 1114		East-west: SUM:	593 1217
	VOLUME/CAPACITY (V/C) RATIO:		GOIVI.			GOIVI.	
				0.810			0.885
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.785
	LEVEL OF SERVICE (LOS):			С			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
6	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOM 60	EB 1	WB	0	EB 1	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	842	2	463	636	2	350
9	√ Left-Through	042	0	400	000	0	000
ן אַ	↑ Through	1966	2	667	1557	2	531
BC	↑ Through-Right	1900	1	007	1007	1	001
l E	→ Right	36	0	36	37	0	37
NORTHBOUND	←		0	00		0	01
ĮŽ	Left-Right		0			0	
	. Left	50	1	50	45	1	45
¥	├─ Left-Through		0			0	
0	↓ Through	1326	2	466	1983	2	692
H H	← Through-Right		1			1	
SOUTHBOUND	ب Right	73	0	73	94	0	94
∥ ŏ	<⇒ Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
			•			. , .	
	→ Left	69	1	69	85	1	85
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	40	0	40	0.4	0	0.4
Į Ž	→ Through → Through-Right	16	1 0	16	24	1 0	24
I	Right	545	1	0	901	1	0
EASTBOUND	Left-Through-Right	343	0	U	901	0	U
╽╙	↓ Left-Right		0			0	
	1 1 = 211 (1/8)11				l		
	√ Left	30	0	30	50	0	50
WESTBOUND			1			1	
C	← Through	10	0	43	27	0	54
∥ ĭğ	Through-Right		1			1	
S	Right	33	0	0	27	0	0
ĕ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	,
	ODITION VOLUMES	l ^	orth-South:	929	_ ^	lorth-South:	1042
	CRITICAL VOLUMES		East-West:	112		East-West:	139
	VOLUME (OADACITY AVOLDATIO		SUM:	1041		SUM:	1181
	VOLUME/CAPACITY (V/C) RATIO:			0.731			0.829
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.729
	LEVEL OF SERVICE (LOS):			В			С
	LEVEL OF SERVICE (LOS):			В			C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	,	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ū		0	O
ן אַ בֿע	↑ Through	2543	2	1196	1903	2	795
ВС	↑ Through-Right	2040	1	1190	1905	1	195
l E		1045	0	1045	481	0	481
NORTHBOUND	├─ Right ←⇔ Left-Through-Right	1043	0	1040	401	0	401
ž	← Left-Inrough-Right ← Left-Right		0			0	
	γ Leit-Right		U			U	
	└ Left	0	0	0	0	0	0
N	↓ Left-Through	Ĭ	Ö	ŭ		Ö	
2	↓ Through	1942	2	971	2897	2	0
Ř	← Through-Right		0			0	_
SOUTHBOUND	√ Right	0	0	0	0	0	0
o G	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
Z			0			0	
0	→ Through	0	0	0	0	0	0
ΙΒ	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right	<u> </u>	0			0	
	√ Left	0	0	0	0	0	0
₽	ν Leπ	l	0	U		0	U
<b>5</b>	← Through	0	0	0	0	0	0
BO	← Through-Right	l	0	J		Ö	U
ST	Right	297	2	163	296	2	163
WESTBOUND	Left-Through-Right	20,	0			0	
	├─ Left-Right		0			0	
		N	orth-South:	1196	٨	lorth-South:	795
	CRITICAL VOLUMES		East-West:	163		East-West:	163
			SUM:	1359		SUM:	958
	VOLUME/CAPACITY (V/C) RATIO:			0.906			0.639
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.806			0.539
	LEVEL OF SERVICE (LOS):			D			A
	DEMARKS.	<u> </u>		ע		i	A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
	_	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	14	1	14	31	1	31
9	√ Left-Through	17	0	'-	01	0	01
ן אַ בֿע	↑ Through	2874	4	719	1563	4	391
BC	↑ Through-Right	2014	0	719	1303	0	391
l E	→ Right	484	1	309	306	1	43
NORTHBOUND	्र संतुताः	404	0	309	300	0	40
ž	← Left-Inrough-Right ← Left-Right		0			0	
	γ Leit-Right		U			U	
	└ Left	444	2	244	515	2	283
	↓ Left-Through	, , ,	0		010	0	200
	↓ Through	1082	4	271	1748	4	437
<u>B</u>	← Through-Right		0			0	
SOUTHBOUND	√ Right	177	1	0	663	1	576
ω σ	← Left-Through-Right		0			0	
S	→ Left-Right  ———————————————————————————————————		0			0	
	ر Left	184	1	184	87	1	87
Z	→ Left-Through		0			0	
00	→ Through	288	2	109	172	2	81
ΙΒ	→ Through-Right		1			1	
EASTBOUND	Right	38	0	38	71	0	71
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right	<u> </u>	0			0	
	√ Left	318	2	175	478	2	263
₽	ν Leπ	310	0	173	4/0	0	203
<b>5</b>	← Through	111	2	56	339	2	170
BO	← Through-Right	'''	0	50	000	0	170
ST	Right	711	2	147	742	2	125
WESTBOUND	Left-Through-Right		0			0	120
	<b>├</b> Left-Right		0			0	
		N	orth-South:	963	٨	lorth-South:	674
	CRITICAL VOLUMES		East-West:	331		East-West:	344
			SUM:	1294		SUM:	1018
	VOLUME/CAPACITY (V/C) RATIO:			0.941			0.740
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.841			0.640
	LEVEL OF SERVICE (LOS):			D.0-41			В
	DEMARKS.			ע			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-#						
₽	Left	0	0	0	0	0	0
5	← Left-Through	2454	0	700	2000	0	500
BO	↑ Through	3154	4	789	2088	4	522
IE	Through-Right	E 4E	0	420	000	0	404
NORTHBOUND	Right	545	1	438	239	1	164
Ž	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	│	42	2	23	53	2	29
SOUTHBOUND	Left-Through	42	0	23	33	0	28
<u> </u>	↓ Through	1373	4	343	2321	4	580
BC	→ Through-Right	1070	0	0.10	2021	Ö	•
IĖ	→ Right	0	0	0	0	0	0
0	Left-Through-Right		0			0	_
S	↓ Left-Right		0			0	
	Left	0	0	0	0	0	0
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	0	0	0	0	0	0
Ϊ́Β	→ Through-Right	_	0	_	_	0	
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	Left-Right	l	0			0	
	√ Left	194	2	107	137	2	75
Q	√ Left-Through	134	0	107	137	0	19
Į	← Through	0	0	0	0	0	0
BC	← Through-Right	Ĭ	0	J		Ö	J
WESTBOUND	Right	35	1	12	46	1	17
¥	Left-Through-Right		0			0	
	Ç Left-Right		0			0	
		N	orth-South:	812	٨	lorth-South:	580
	CRITICAL VOLUMES		East-West:	107		East-West:	75
			SUM:	919		SUM:	655
	VOLUME/CAPACITY (V/C) RATIO:			0.645			0.460
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.360
	LEVEL OF SERVICE (LOS):			:			
	DEMARKS.	<u> </u>		Α		;	Α

REMARKS:





I/S #: 12 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	R	
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0	4/5		0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 1 EB 0	SB WB	0	NB 1 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	INIOVENIENT	Volume	Lanes	Volume	Volume	Lanes	Volume
∟	<u> </u>	10	0	10	43	0	43
NORTHBOUND	→ Left-Through		1			1	
<u></u> ≅	↑ Through	0	0	10	3	0	46
∥≝	Through-Right		0			0	
<b> </b>	Right	831	1	0	365	1	0
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	4	0	4	1	0	1
SOUTHBOUND	Left-Through	I	0	7		0	'
∥∂	↓ Through	0	0	5	1	0	2
Ř	← Through-Right		0			0	
E	ب Right	1	0	0	0	0	0
ΜĞ	← Left-Through-Right		1			1	
U"	∠ Left-Right	<u> </u>	0			0	
	│	1 4	1			1	0
₽	→ Left  Left-Through	1	0	1	2	0	2
3	→ Through	1429	1	722	550	1	296
<u>8</u>	→ Through-Right	1420	1	,		1	200
ST	→ Right	15	0	15	42	0	42
EASTBOUND	→ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	335	1	335	940	1	940
3	<ul><li></li></ul>	504	0 1	252	1207	0	700
ĝ	← Through ← Through-Right	501	1	252	1397	1	700
ESTBOUND	Right	2	0	2	2	0	2
WE	Left-Through-Right		0	_	_	0	
	├ Left-Right		0			0	
		۸	lorth-South:	15	٨	lorth-South:	47
	CRITICAL VOLUMES		East-West:	1057		East-West:	1236
<u> </u>			SUM:	1072		SUM:	1283
	VOLUME/CAPACITY (V/C) RATIO:			0.752			0.900
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.652			0.800
	LEVEL OF SERVICE (LOS):			В			D
<u> </u>		<u> </u>			L		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	R	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND O	0.0	0	AUD 0	0.5	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		***	2	<b>LD</b> 0	<b>115</b>	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	335	2	184	1000	2	550
	← Left-Through	_	0	_		0	_
<u>8</u>	↑ Through	0	0	0	0	0	0
ᄩ	Through-Right	_	0	_	_	0	-
NORTHBOUND	→ Right	5	1	5	7	1	7
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right		0			0	
_	└ Left	0	0	0	0	0	0
SOUTHBOUND	Left-Through	Ŭ	0	Ü		0	U
	↓ Through	0	0	0	0	0	0
<u>В</u>	→ Through-Right		0			0	· ·
Ė	بٰ Right	0	0	0	0	0	0
ฐ	← Left-Through-Right		0			0	
S	← Left-Right		0			0	
	J Left	0	0	0	0	0	0
Į	→ Left-Through	4000	0	005	77.4	0	007
EASTBOUND	→ Through	1969	2 0	985	774	2 0	387
E E	→ Through-Right → Right	0	0	0	0	0	0
AS	Left-Through-Right	U	0	U	0	0	U
ш	→ Left-Right		0			0	
	1 ) =21.11.9						
	√ Left	72	0	72	72	0	72
ESTBOUND			1			1	
6	← Through	477	1	455	1348	1	818
∥ ğ	← Through-Right		0			0	
S	Right	0	0	0	0	0	0
×	Left-Through-Right		0			0	
<u> </u>	├─ Left-Right	A.	0	404		0	550
	CRITICAL VOLUMES	l ^	orth-South: East-West:	184 1057	^	lorth-South: East-West:	550 818
	OR HOAL VOLUMES		SUM:	1037		SUM:	1368
	VOLUME/CAPACITY (V/C) RATIO:		00111.				
	C LESS ATSAC/ATCS ADJUSTMENT:			0.827			0.912
V/				0.727			0.812
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ū		0	O
ן אַ בֿע	↑ Through	0	0	0	0	0	0
ВС	↑ Through-Right	U	0	Ū		0	U
l I		0	0	0	0	0	0
NORTHBOUND	├─ Right ←⇔ Left-Through-Right	l	0	U		0	U
ž	← Left-Tirrough-Right ← Left-Right		0			0	
	Lett-Kight	l	U			U	
	└ Left	115	1	115	102	1	102
SOUTHBOUND	↓ Left-Through		0		.52	o O	
	↓ Through	0	1	0	4	1	4
Ψ̈́	← Through-Right		1			1	
Ē	<i>→</i> Right	35	0	35	59	0	59
ğ	← Left-Through-Right		0			0	
Ø	← Left-Right		0			0	
						,	
		0	0	0	0	0	0
Ž	→ Left-Through		0			0	
o o	→ Through	1770	3	590	725	3	242
TB	→ Through-Right	000	0	544	004	0	470
EASTBOUND	Right	989	2	544	324	2	178
Ш	→ Left-Through-Right → Left-Right		0 0			0	
		I	U			. 0	
	√ Left	99	1	99	301	1 1	301
9			0	J	001	Ö	001
IZ	← Through	566	2	283	1494	2	747
<u> </u>	← Through-Right		0			0	
ST	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		۸ ا	lorth-South:	115	^	lorth-South:	102
	CRITICAL VOLUMES		East-West:	689		East-West:	747
			SUM:	804		SUM:	849
	VOLUME/CAPACITY (V/C) RATIO:			0.536			0.566
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.466
	LEVEL OF SERVICE (LOS):			Α			Α
<u> </u>	DEMARKS.	<u> </u>		73	<u> </u>		/1

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	tight rame	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	<u> </u>	180	1	99	279	1	153
<u> </u>	← Left-Through		1			1	
ğ	∱ Through	294	0	416	232	0	277
∥ੁ≝	∱ Through-Right		1			1	
NORTHBOUND	├─ Right	122	0	122	45	0	45
9	← Left-Through-Right		0			0	
	← Left-Right		0			0	
₽	Left	81	1	81	155	1	155
N	⇒ Left-Through		0			0	
30	↓ Through	0	0	0	0	0	0
ᄩ	→ Through-Right	4.40	0	^	E47	0	440
SOUTHBOUND	→ Right	149	1	0	517	1	416
SC	← Left-Through-Right		0			0	
	∠ Left-Right		0			0	
	ے Left	498	1	498	202	1 1	202
Ω	→ Left-Through	490	0	490	202	0	202
N	→ Through	1383	2	692	622	2	311
EASTBOUND	→ Through-Right	1000	0	002	OZZ	0	011
STE	Right	0	0	0	0	Ö	0
Š.	Left-Through-Right	Ĭ	0	ŭ		Ō	ŭ
ш ш	- Left-Right		0			0	
	√ Left	0	0	0	0	0	0
WESTBOUND			0			0	
	← Through	325	2	163	987	2	494
ΙĎ	← Through-Right		0			0	
S.	Right	324	1	284	257	1	180
KE	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ADITION VALUE	۸ ۱	lorth-South:	497	^	lorth-South:	693
	CRITICAL VOLUMES		East-West:	782		East-West:	696
			SUM:	1279		SUM:	1389
	VOLUME/CAPACITY (V/C) RATIO:			0.898			0.975
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.875
	LEVEL OF SERVICE (LOS):			С			D
	DEMARKS:	<u> </u>			<u> </u>	i	<u> </u>

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 2	WB	0	<b>EB</b> 2	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No of	0		No of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	Volume 0		0	O		Volume 0
9	I :	U	0	U	0	0	U
5	← Left-Through	0	0	0		0	0
BO	↑ Through	0	0	0	0	0	0
IE	Through-Right	0	0	0		0	0
NORTHBOUND	→ Right	0	0	0	0	0	0
×	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	Left	17	1	17	22	1 1	22
SOUTHBOUND	Left-Through	17	0	17		0	22
Į	↓ Through	1096	1	553	1050	1	531
BC	→ Through-Right	1030	1	333	1000	1	351
∓	Right	9	0	9	12	Ö	12
∂	← Left-Through-Right	Ŭ	Ö	ŭ	12	Ö	12
Š	Left-Right		0			0	
_	ے Left	0	0	0	0	0	0
	→ Left-Through		0			0	
	→ Through	472	1	409	443	1	396
BC	→ Through-Right		1			1	
EASTBOUND	Right	754	1	0	746	1	0
E	→ Left-Through-Right		0			0	
	{ Left-Right		0			0	
	✓ Left	471	2	259	673	2	370
		004	0	447	4004	0	E 40
<u>0</u>	← Through ← Through-Right	894	2 0	447	1084	2 0	542
WESTBOUND	Right	0	0	0	0	0	0
<b> </b>	Left-Through-Right	0	0	0	0	0	U
	Left-Right		0			0	
	1	N	orth-South:	553	٨	lorth-South:	531
	CRITICAL VOLUMES	· · ·	East-West:	668	,	East-West:	766
			SUM:	1221		SUM:	1297
	VOLUME/CAPACITY (V/C) RATIO:			0.857			0.910
1//	C LESS ATSAC/ATCS ADJUSTMENT:						
"				0.757			0.810
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project Conditions

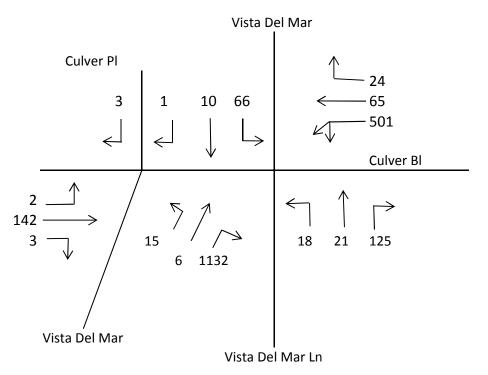
Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
•		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	525	1	525	560	1	503
9	↓ Left-Through	020	1	020		1	
징	↑ Through	1356	1	678	950	1	503
<u>₩</u>	↑ Through-Right	1000	0	0.0		0	
NORTHBOUND	⊘ Right	576	1	576	397	1	397
<u>6</u>	← Left-Through-Right		0			0	
Z	← Left-Right		0			0	
					·	'	
		0	0	0	0	0	0
Ę	→ Left-Through		0			0	
ರ್ಷ	↓ Through	0	0	0	0	0	0
∥≝	✓ Through-Right		0			0	
SOUTHBOUND	→ Right	0	0	0	0	0	0
SO	← Left-Through-Right		0			0	
	↓ Left-Right		0			0	
	ح Left	30	1	30	14	1 1	14
9	→ Left-Through	30	0	30	14	Ö	14
EASTBOUND	→ Through	494	2	247	443	2	222
ВО	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
E	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
ے ا	√ Left √	0	0	0	0	0	0
		740	0	040	4000	0	40.4
STBOUND	← Through ← Through-Right	718	2 1	249	1228	2 1	424
STE	Right	30	0	30	43	0	43
WES	Left-Through-Right	]	0	50	43	0	40
>	∑ Left-Right		0			0	
	, -	N	orth-South:	678	^	lorth-South:	503
	CRITICAL VOLUMES		East-West:	279		East-West:	438
			SUM:	957		SUM:	941
	VOLUME/CAPACITY (V/C) RATIO:			0.672			0.660
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.560
-/	LEVEL OF SERVICE (LOS):						
	DEMARKS:			Α		;	Α

REMARKS:

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



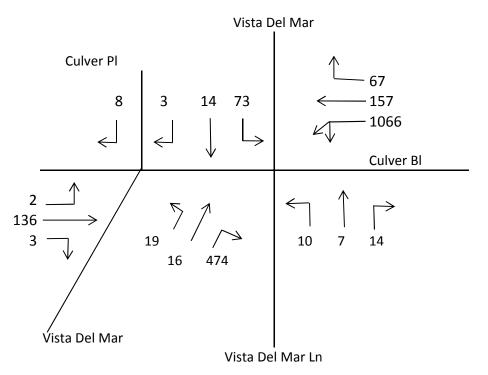
1. 
$$501 \times 0.55$$
 or  $(65 + 24)$ 

3. 
$$(2+142+3)$$

4. 
$$66 + (18 + 21 + 125)$$
 or  $18 + (66 + 10 + 1)$ 

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



1. 
$$1066 \times 0.55$$
 or  $(157 + 67)$ 

3. 
$$(2+136+3)$$

4. 
$$73 + (10 + 7 + 14)$$
 or  $10 + (73 + 14 + 3)$ 

#### **APPENDIX E**

Level of Service Worksheets

Cumulative (2023) Base Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		AM	PEAK HOUF	र	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
ľ	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	3	EB 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	V-1	No. of Lanes	Lane Volume
	↑ Left	volume 25	1	25	Volume 25	1	volume 25
9	√ Left-Through	20	0	20	20	0	25
NORTHBOUND	↑ Through	1213	1	621	1091	1	605
₽ P	↑ Through-Right		1			1	
₹	Right	29	0	29	119	0	119
ğ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	1 054	000	4	000			000
9		239	1 0	239	283	1 0	283
ו ה	↓ Through	1232	1	626	1438	1	731
₽ P	→ Through-Right		1			1	
SOUTHBOUND	ر Right	19	0	19	24	0	24
Į į	← Left-Through-Right		0			0	
U ,	∠ Left-Right		0			0	
	ح Left	14	0	14	16	0	16
Q	→ Left-Through	14	1	14	10	1	10
EASTBOUND	→ Through	19	0	32	51	0	55
<u>B</u>	→ Through-Right		1			1	
\S1	Right	16	0	32	27	0	55
E/	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	23	1	23	25	1	25
		23	0			0	
WESTBOUND	← Through	43	0	204	40	0	224
Ř	Through-Right		1			1	
ES	Right	364	1	0	407	1	0
>	Left-Through-Right Left-Right		0 0			0 0	
	, Lorenight	N.	orth-South:	860	Λ.	lorth-South:	888
	CRITICAL VOLUMES	<b>"</b>	East-West:	218	"	East-West:	240
			SUM:	1078	SUM:		1128
	VOLUME/CAPACITY (V/C) RATIO:			0.756			0.792
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.692
	LEVEL OF SERVICE (LOS):			В			B
	DEMARKS:			<b>U</b>			ט

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	I PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	2	<b>NB</b> 0	SB	2
'	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	3B WB	0	NB 0 EB 0	ъв WВ	0 3
	ATSAC-1 or ATSAC+ATCS-2?			2		,,,,	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
□	Left	30	1	30	18	1	18
<u>8</u>	← Left-Through	004	0	400	000	0	44.4
NORTHBOUND	↑ Through	821	1	438	686	1	414
IE	Through-Right	E4	1	E 1	140	1	140
<u>ا</u> ا	Right	54	0	54	142	0	142
∥ĕ	← Left-Through-Right  ← Left-Right		0 0			0 0	
	Y Leit-Right		U			U	
	. Left	470	1	470	406	1	406
SOUTHBOUND	<b>├</b> Left-Through		0			0	
ಠ್ಣ	<b>↓ Through</b>	701	1	360	1087	1	552
里	← Through-Right		1			1	
5	→ Right	18	0	18	16	0	16
So	Left-Through-Right		0			0	
	∠ Left-Right	l	0			0	
	Left	20	1	20	20	1	20
9	- → Left-Through	20	0	20	20	0	23
Į⊼	→ Through	57	0	79	46	0	<b>6</b> 8
<u> </u>	→ Through-Right		1			1	
EASTBOUND	Right	22	0	0	22	0	0
12	Left-Through-Right		0			0	
	│	l	0			0	
		161	1	125	268	1	146
9	✓ Left-Through	101	1	125	200	1	140
Ī	← Through	89	0	125	24	0	146
<u> </u>	♣ Through-Right		0			0	
ESTBOUND	Right	451	1	0	467	1	61
×	Left-Through-Right		0			0	
	├─ Left-Right		0	000		0	202
	CRITICAL VOLUMES	l ^	orth-South: East-West:	908	<b>^</b>	lorth-South:	820
	CRITICAL VOLUMES		East-vvest: SUM:	204 1112		East-West: SUM:	214 1034
	VOLUME/CAPACITY (V/C) RATIO:		GOIVI.			SOWI.	
				0.809			0.752
<b>'</b>	C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.652
	LEVEL OF SERVICE (LOS):			С			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		İ AN	M PEAK HOU	IR	PI	W PEAK HOU	R
	No. of Phases	1.00		2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
•		EB 0	WB	3	EB 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	ľ	0	Ü		0	O
Ŋ	↑ Through	0	0	0	0	0	0
BC	↑ Through-Right	Ĭ	0	ŭ		0	
Ë	→ Right	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right	Ĭ	0	Ŭ		0	
Ž	← Left-Right		0			0	
		1					
	. Left	695	2	382	995	2	547
Ĭ			0			0	
ر و	<b>↓ Through</b>	20	0	0	0	0	0
<b>₩</b>	← Through-Right		0			0	
SOUTHBOUND	୍∠ Right	76	1	33	116	1	96
Į į	← Left-Through-Right		0			0	
0,	∠, Left-Right	<u> </u>	0			0	
	Left	I 00	4			: 4 :	4.4
٥	→ Left  Left-Through	86	1 0	86	41	0	41
	→ Through	117	2	59	159	2	80
30	→ Through-Right	117	0	39	109	0	00
) TE	Right	0	0	0	0	0	0
EASTBOUND	→ Left-Through-Right	Ĭ	0	ŭ		0	O
ш ш	→ Left-Right		0			Ö	
		•					
	√ Left	0	0	0	0	0	0
N I	← Left-Through		0			0	
STBOUND	← Through	94	1	94	126	1	126
ΙĐ	Through-Right		0			0	
ES	Right	791	1	409	546	1	0
WE	Left-Through-Right		0			0	
	├─ Left-Right		O	200		O Courth	E 47
	CRITICAL VOLUMES	l ^	lorth-South: East-West:	382 405	^	lorth-South: East-West:	547 167
	CRITICAL VOLUMES		East-west: SUM:	495 877		East-west: SUM:	167 714
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:			SUIVI:	
				0.585			0.476
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.485			0.376
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMADKS.	•			•		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOUR					
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	A/D	0.0	0	AUD 0	0.0	0
'	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 3	SB WB	0	NB 0 EB 3	SB WB	0 3
	ATSAC-1 or ATSAC+ATCS-2?	LD 3	WD	2	<b>LD</b> 3	V/D	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵		665	2	366	499	2	274
<u>Z</u>	← Left-Through		0			0	
NORTHBOUND	↑ Through	1618	2	577	1409	2	544
ᄩ	Through-Right		1		000	1	000
ᄶ	→ Right	114	0	114	223	0	223
∥¥	Left-Through-Right		0			0	
	Left-Right		0			0	
	└ Left	264	2	145	223	2	123
SOUTHBOUND	Left-Through	201	0	1 10		0	120
∥∂	↓ Through	1612	2	578	1588	2	570
里	← Through-Right		1			1	
5	୍ଧ୍ Right	122	0	122	123	0	123
Į į	← Left-Through-Right		0			0	
			0			0	
	│	I 90	2	49	113	2	62
₽	→ Left-Through	89	0	49	113	0	02
5	→ Through	810	2	405	742	2	371
EASTBOUND	→ Through-Right	0.10	0		7 .2	0	• • •
ST	Right	587	1	221	548	1	274
₽	→ Left-Through-Right		0			0	
	│		0			0	
	I C 1 6	1 40					
₽	✓ Left ✓ Left-Through	140	2 0	77	275	2 0	151
∥Ş	↓ Leπ-Inrougn ├─ Through	730	2	365	831	0 2	416
<b>■</b> 8	↑ Through-Right	7 30	0	303	001	0	410
ESTBOUND	Right	198	1	53	268	1	145
ΚË	Left-Through-Right		0	- 55		0	
	├ Left-Right		0			0	
		٨	lorth-South:	944	٨	lorth-South:	844
	CRITICAL VOLUMES		East-West:	482		East-West:	522
			SUM:	1426		SUM:	1366
	VOLUME/CAPACITY (V/C) RATIO:			1.037			0.993
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.893
	LEVEL OF SERVICE (LOS):			Ε			D
Щ					I		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
		EB 0	WB	3	EB 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No of	0		No of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	U	0	U	0	0	U
Į	↑ Through	1523	2	585	1627	2	645
NORTHBOUND	↑ Through-Right	1020	1	303	1027	1	045
l E	Right	231	0	231	307	0	307
X		201	·	201	307	0	307
∥ ž	← Left-Through-Right  ← Left-Right		0 0			0	
	γ · Leit-Right		U		1	U	
	↓ Left	1005	2	553	919	2	505
SOUTHBOUND	Left-Through	1000	0	333	313	0	303
<u>ו</u>	↓ Through	1568	3	523	1821	3	607
BC	→ Through-Right	1000	0	020	1021	0	301
lĖ	Right	0	0	0	0	0	0
0	← Left-Through-Right		0			0	
Š	↓ Left-Right		0			0	
	ے Left	0	0	0	0	0	0
	→ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
<u>B</u>	_ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
E/	Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	√ Left	000	_	402	007		400
Ω		223	2 0	123	237	2 0	130
	✓ Left-Through ← Through	0	0	0	0	0	0
30	↑ Through-Right	U	0	U	l	0	U
STI	Right	1251	2	135	946	2	15
WESTBOUND	Left-Through-Right	1201	0	100	]	0	10
>	├ Left-Right		0			0	
	-	٨	lorth-South:	1138	٨	lorth-South:	1150
	CRITICAL VOLUMES		East-West:	135		East-West:	130
			SUM:	1273		SUM:	1280
	VOLUME/CAPACITY (V/C) RATIO:			0.893			0.898
V/	/C LESS ATSAC/ATCS ADJUSTMENT:			0.793			0.798
∥ '							
	LEVEL OF SERVICE (LOS):			С			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	207		207	126		126
9	I .	207	1	207	120	1	120
5	← Left-Through	1400	0	505	1505	0	506
BO	↑ Through	1492	2	505	1505	2	306
IE	Through-Right	0.4	1	0.4	40	1	40
NORTHBOUND	├─ Right	24	0	24	13	0	13
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	40	1	40	59	1 1	59
SOUTHBOUND	Left-Through	40	0	40	39	0	38
∥ਨੋ	↓ Through	1552	2	608	1731	2	683
BC	✓ Through-Right	1002	1	000	1701	1	000
IĖ	→ Right	272	0	272	317	0	317
0	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ر Left	220	1	111	344	1	174
N N	→ Left-Through		1			1	
<b>■</b>	→ Through	1	0	111	3	0	174
Ϊ́Β	→ Through-Right		0	_		0	
EASTBOUND	Right	62	1	0	114	1	51
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left	3	0	3	15	0	15
<u>Q</u>	ν Left	3	0	3	15	0	10
Į	← Through	1	0	16	2	0	26
BG	← Through-Right	·	0	,5	_	ő	20
ST	Right	12	0	0	9	Ō	0
WESTBOUND	Left-Through-Right		1			1	·
	├─ Left-Right		0			0	
	-	N	orth-South:	815	٨	lorth-South:	809
	CRITICAL VOLUMES		East-West:	127		East-West:	200
			SUM:	942		SUM:	1009
	VOLUME/CAPACITY (V/C) RATIO:			0.685			0.734
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.634
	LEVEL OF SERVICE (LOS):			:			
	DEMARKS.	<u> </u>		Α			В

REMARKS:





I/S #: 7 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOUR					
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0	A/D	0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3 EB 0	SB WB	0	NB 3 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	195	1	195	101	1	101
<u>Z</u>	← Left-Through		0			0	
NORTHBOUND	↑ Through	1696	3	565	1489	3	496
ᄩ	Through-Right	454	0	000	000	0	400
ᄶ	→ Right	451	1	288	368	1	106
∥ ¥	← Left-Through-Right		0			0	
	Left-Right	l	0			0	
	└ Left	178	1	178	241	1	241
SOUTHBOUND	↓ Left-Through		0	., 5	271	0	
∥∂	↓ Through	1326	2	456	1684	2	581
里	← Through-Right		1			1	
5	୍ଧ୍ୟ Right	41	0	41	60	0	60
Į į	← Left-Through-Right		0			0	
		l	0			0	
	Left	0	0	0	0	0	0
₽	→ Left  Left-Through	U	0	U	0	0	U
5	→ Through	575	1	313	541	1	368
<b>8</b>	→ Through-Right	0,0	1	0.0		1	
EASTBOUND	Right	50	0	50	194	0	194
Ā	→ Left-Through-Right		0			0	
	_{ Left-Right		0			0	
			'				
	✓ Left	297	2	163	477	2	262
N	<ul><li></li></ul>	458	0 1	287	568	0	325
<b>8</b>	↑ Through-Right	400	1	201	500	1	320
ESTBOUND	Right	115	0	115	82	0	82
ME.	Left-Through-Right	110	0	110	\ \frac{\sqrt{2}}{2}	0	02
	Ç Left-Right		0			0	
		N	lorth-South:	743	٨	lorth-South:	737
	CRITICAL VOLUMES		East-West:	476		East-West:	630
			SUM:	1219		SUM:	1367
	VOLUME/CAPACITY (V/C) RATIO:			0.887			0.994
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.894
	LEVEL OF SERVICE (LOS):			С			D
<u> </u>	· · ·				ı		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	JR	
	No. of Phases			3			3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 1	SB	0	NB 0 EB 1	SB	0	
	ATSAC-1 or ATSAC+ATCS-2?	EB 1	WB	0 2	EB 1	WB	0 2	
	Override Capacity			0			0	
			No. of	Lane		No. of	Lane	
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	890	2	490	719	2	395	
ĮĘ	← Left-Through		0			0		
NORTHBOUND	↑ Through	2160	2	733	1851	2	630	
∥≝	Through-Right		1			1		
区	Right	38	0	38	39	0	39	
∥ ¥	Left-Through-Right		0			0		
	← Left-Right	L	0			0		
	└ Left	52	1	52	47	1	47	
SOUTHBOUND	Left-Through	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0	02	71	0	71	
∥∂	↓ Through	1571	2	549	2240	2	778	
<u> </u>	← Through-Right		1			1		
E	୍ଧ୍ Right	<b>7</b> 5	0	75	93	0	93	
Į į	← Left-Through-Right		0			0		
		l	0			0		
	∫ Left	71	1	71	85	1	85	
₽	→ Left-Through	/ 1	0	/1	65	0	05	
5	→ Through	17	1	17	25	1	25	
B	→ Through-Right		0			0		
EASTBOUND	Right	628	1	0	989	1	0	
ĕ	→ Left-Through-Right		0			0		
	│		0			0		
	l C 10#		0	24	F0		50	
₽		31	0 1	31	53	0 1	53	
∥Ž	← Through	10	0	45	28	0	56	
BG	↑ Through-Right		1	70	20	1		
ESTBOUND	Right	35	0	0	28	0	0	
NE WE	Left-Through-Right		0			0		
	├─ Left-Right		0			0		
	OBITION VOLUME	N	orth-South:	1039	٨	lorth-South:	1173	
	CRITICAL VOLUMES		East-West:	116		East-West:	141	
	VOLUME/CARACITY (V/C) PATIO:		SUM:	1155		SUM:	1314	
	VOLUME/CAPACITY (V/C) RATIO:			0.811			0.922	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.822	
	LEVEL OF SERVICE (LOS):			С			D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	← Left-Through	Ŭ	0	Ū		0	O
ן אַ בֿע	↑ Through	2774	2	1294	2268	2	936
ВС	Through ↑ Through-Right	2114	1	1234	2200	1	930
l I	l r'	1107	0	1107	539	0	539
NORTHBOUND	├─ Right ← Left-Through-Right	1107	0	1107	339	0	559
ž			0			0	
	Left-Right	I	U			U	
	└ Left	0	0	0	0	0	0
SOUTHBOUND	Left-Through	ľ	0	J		Ö	
	↓ Through	2273	2	1137	3242	2	0
Be	✓ Through-Right	22,0	0	, , , , ,	02.12	0	Ĭ
IĖ	→ Right	0	0	0	0	0	0
∥ ∂	Left-Through-Right		0			0	_
S	↓ Left-Right		0			0	
	ے Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
∥ଅ	→ Through	0	0	0	0	0	0
l ĕ	<b>◯</b> Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
E	→ Left-Through-Right		0			0	
	│	<u> </u>	0			0	
	C 1.5#					: 0	
	✓ Left	0	0	0	0	0	0
	<ul><li></li></ul>	0	0 0	0	0	0	0
WESTBOUND	← Through-Right	0	0	U		0	0
STE	Right	310	2	171	308	2	169
ES	Left-Through-Right	310	0	171	308	0	109
>	Left-Right		0			0	
	, , <u>, , , , , , , , , , , , , , , , , </u>	N	orth-South:	1294	٨	lorth-South:	936
	CRITICAL VOLUMES	]	East-West:	171		East-West:	169
			SUM:	1465		SUM:	1105
	VOLUME/CAPACITY (V/C) RATIO:			0.977			0.737
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.877			0.637
<b>.</b>							
	LEVEL OF SERVICE (LOS):			D			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	Volume 18		18	41	!	41
9	i :	10	1	10	41	1	41
5	← Left-Through	20.42	0	764	1700	0	447
BO	↑ Through	3042	4	761	1789	4	447
王	Through-Right	CAE	0	420	204	0	20
NORTHBOUND	Right	645	1	436	361	1	29
ž	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└ Left	550	2	303	677	. ,	372
SOUTHBOUND	Left-Through	550	2 0	303	677	2 0	312
Ž	↓ Through	1285	4	321	1896	4	474
BC	→ Through → Through-Right	1200	0	521	1090	0	4/4
<del> </del>	→ Right	195	1	0	704	1	604
C	← Left-Through-Right	100	0	Ŭ	704	Ö	004
S	Left-Right		0			Ö	
	ے Left	198	1	198	100	1	100
P			0			0	
ות	→ Through	410	2	153	261	2	116
BC	→ Through-Right		1			1	
EASTBOUND	Right	50	0	50	88	0	88
E	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
۵	✓ Left	380	2	209	603	2	332
Z		400	0	00	400	0	0.40
WESTBOUND	← Through	180	2	90	498	2	249
)ŢE	← Through-Right ├ Right	000	0 2	455	000	0 2	457
ĘŞ	Left-Through-Right	832	0	155	962	0	157
	Left-Right		0			0	
	√ =cit idgiit	Λ.	orth-South:	1064	Α.	lorth-South:	819
	CRITICAL VOLUMES	l "	East-West:	362	1	East-West:	448
			SUM:	1426		SUM:	1267
	VOLUME/CAPACITY (V/C) RATIO:						
1//				1.037			0.921
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.821
	LEVEL OF SERVICE (LOS):			Е			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0	A/D	0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3 EB 0	SB WB	0	NB 3 EB 0	SB WB	0 3
	ATSAC-1 or ATSAC+ATCS-2?	LB 0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	WOVEWENT	Volume	Lanes	Volume	Volume	Lanes	Volume
۵ ا	<u> </u>	0	0	0	0	0	0
	→ Left-Through		0			0	
<u></u> ≅	↑ Through	3468	4	867	2318	4	580
∥≝	Through-Right		0			0	
NORTHBOUND	→ Right	802	1	613	397	1	142
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└ Left	146	2	80	67	2	37
SOUTHBOUND	Left-Through	140	0	00		0	01
8	↓ Through	1544	4	386	2602	4	651
单	→ Through-Right		0			0	
E	ب Right	0	0	0	0	0	0
ΜĞ	← Left-Through-Right		0			0	
U"	∠ Left-Right		0			0	
	│		0			0	0
₽	→ Left  Left-Through	0	0	0	0	0	0
3	→ Through	0	0	0	0	0	0
EASTBOUND	→ Through-Right	Ŭ	0			0	
ST	→ Right	0	0	0	0	0	0
ă	→ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	343	2	189	463	2	255
3	<ul><li></li></ul>		0 0	0	0	0 0	0
ĝ	← Through ← Through-Right	0	0	0	0	0	0
ESTBOUND	Right	45	1	0	78	1	41
WE	Left-Through-Right	40	0	J	"	0	71
	├ Left-Right		0			0	
		N	orth-South:	947	٨	lorth-South:	651
	CRITICAL VOLUMES		East-West:	189		East-West:	255
<u> </u>			SUM:	1136		SUM:	906
	VOLUME/CAPACITY (V/C) RATIO:			0.797			0.636
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.536
	LEVEL OF SERVICE (LOS):			В			Α
Щ	, /-	I			i		- 1

REMARKS:





I/S #: 12 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0			0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 1 EB 0	SB WB	0	NB 1 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	<i>LB</i> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	WOVEWENT	Volume	Lanes	Volume	Volume	Lanes	Volume
∟	<u> </u>	10	0	10	45	0	45
	← Left-Through		1			1	
NORTHBOUND	↑ Through	0	0	10	3	0	48
ᄩ	Through-Right	0.40	0		400	0	•
<b> </b>	Right	916	1	0	420	1	0
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	4	0	4	1	0	1
SOUTHBOUND	↓ Left-Through		0	7	'	Ö	•
∥∂	↓ Through	0	0	5	1	0	2
Ř	← Through-Right		0			0	
E	ب Right	1	0	0	0	0	0
ΜĞ	← Left-Through-Right		1			1	
U"	∠ Left-Right	<u> </u>	0			0	
	│	1 4	1			1	0
₽	→ Left  Left-Through	1	0	1	2	0	2
3	→ Through	1576	1	796	652	1	348
<u>8</u>	→ Through-Right	1070	1	700	002	1	0-0
ST	→ Right	16	0	16	44	0	44
EASTBOUND	→ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	375	1	375	1050	1	1050
3	<ul><li></li></ul>	588	0	295	1573	0	788
<u>8</u>	Through-Right	300	1	295	1575	1	700
ESTBOUND	Right	2	0	2	2	0	2
WE	Left-Through-Right	_	0	_	_	0	
	├ Left-Right		0			0	
		N	orth-South:	15	^	lorth-South:	49
	CRITICAL VOLUMES		East-West:	1171		East-West:	1398
<u> </u>			SUM:	1186		SUM:	1447
	VOLUME/CAPACITY (V/C) RATIO:			0.832			1.015
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.732			0.915
	LEVEL OF SERVICE (LOS):			С			Е
<u> </u>	, /-	L					_

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	382		210	1155	2	635
9	I .	302	2	210	1155	:	000
5	← Left-Through	0	0	0		0	0
BO	↑ Through	0	0	0	0	0	0
IE	Through-Right	05	0	0	- F	0	EE
NORTHBOUND	Right	25	1	0	55	1	55
ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	0	0	0	0	0	0
SOUTHBOUND	Left-Through	l	0	U		0	U
<u> </u>	↓ Through	0	0	0	0	Ö	0
BC	✓ Through-Right	Ĭ	0	ŭ		Ö	ŭ
IĖ	→ Right	0	0	0	0	0	0
0	← Left-Through-Right		0			0	_
Š	↓ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
00	→ Through	2071	2	1036	835	2	418
ΙΒ̈́	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left	127	0	127	138	0	138
Q	ν Left	121	1	121	130	1	130
Į	← Through	511	1	511	1439	1	996
BC	← Through-Right		0	011	1400	Ö	000
ST	Right	0	0	0	0	Ō	0
WESTBOUND	Left-Through-Right		0	J		0	
	├─ Left-Right		0			0	
		N	orth-South:	210		lorth-South:	635
	CRITICAL VOLUMES		East-West:	1163	East-West:		996
			SUM:	1373		SUM:	1631
	VOLUME/CAPACITY (V/C) RATIO:			0.915			1.087
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.815			0.987
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			D			Е

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-μ						
₽	Left	0	0	0	0	0	0
5	← Left-Through		0	•		0	•
8	↑ Through	0	0	0	0	0	0
IE	Through-Right		0	_		0	0
NORTHBOUND	Right	0	0	0	0	0	0
Ž	Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	Left	100	4	400	140	. 4	440
9	} ∟eπ ├→ Left-Through	129	1 0	129	112	1 0	112
<u>בֿ</u>	↓ Through	0	1	0	4	1	4
BC	→ Through → Through-Right	U	1	U	4	1	4
Ӗ	→ Right	37	0	37	62	0	62
SOUTHBOUND	Left-Through-Right	37	0	31	02	0	02
S	Left-Right		0			0	
						<u> </u>	
	ال _ Left	0	0	0	0	0	0
9			0			0	_
<b>ו</b> בַּ	→ Through	1867	3	622	795	3	265
BC	→ Through-Right		0			0	
EASTBOUND	Right	1043	2	574	363	2	200
M	★ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	118	1	118	337	1	337
Į			0			0	
ಠ	← Through	618	2	309	1605	2	803
WESTBOUND	Through-Right	_	0		_	0	
ES	Right	0	0	0	0	0	0
≥	Left-Through-Right Left-Right		0 0			0	
	↓ Lett-Right	A.	orth-South:	120		lorth-South:	112
	CRITICAL VOLUMES	l "	East-West:	129 740	_ ^	iorτn-Souτn: East-West:	803
	OR HOAL VOLUMES		SUM:	869		SUM:	915
	VOLUME/CAPACITY (V/C) RATIO:		30111.			GOIVI.	
				0.579			0.610
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.479			0.510
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMARKS.						

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
	<u> </u>	191	1	105	299	1	164
Z	← Left-Through		1			1	
∥ ŭ	↑ Through	320	0	448	264	0	311
里	∱ Through-Right		1			1	
RT	<mark>∕∼ Right</mark>	128	0	128	47	0	47
NORTHBOUND	< <b>→</b> Left-Through-Right		0			0	
	← Left-Right		0			0	
۵	├ Left	92	1	92	173	1	173
SOUTHBOUND	├─ Left-Through		0			0	
∥ୂଷ	↓ Through	0	0	0	0	0	0
≝	← Through-Right		0			0	
5	→ Right	181	1	0	579	1	465
ူတ္က	← Left-Through-Right		0			0	
	∠, Left-Right	l	0			0	
	J Left					. ,	
		530	1	530	228	1	228
IZ	→ Left-Through	4400	0	704	070	0	000
l g	→ Through	1462	2	731	676	2	338
	→ Through-Right		0	0		0	0
EASTBOUND	Right	0	0	0	0	0	0
Ш	Left-Through-Right		0 0			0	
	-	I	U				
	√ Left	0	0	0	0	. 0	0
9	✓ Left-Through	l	0	J		0	U
Į	← Through	352	2	176	1052	2	526
BG	← Through-Right	002	0	170	1002	0	020
WESTBOUND	Right	352	1	306	300	1	214
	Left-Through-Right	002	0			0	211
>	⊱ Left-Right		0			Ö	
		N	orth-South:	540	۸	lorth-South:	776
	CRITICAL VOLUMES		East-West:	836		East-West:	754
			SUM:	1376		SUM:	1530
	VOLUME/CAPACITY (V/C) RATIO:			0.966			1.074
W	C LESS ATSAC/ATCS ADJUSTMENT:						
"				0.866			0.974
	LEVEL OF SERVICE (LOS):			D			Е

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2023) Base Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 2	WB	0	EB 2	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No of	0		No of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	Volume 0		0	O		Volume 0
9	i :	U	0	U	0	0	U
5	← Left-Through	0	0	0		0	0
Q	↑ Through	0	0	0	0	0	0
IE	Through-Right	0	0	0		0	0
NORTHBOUND	├─ Right	0	0	0	0	0	0
∥ĕ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└ Left	18	1	18	23	1 1	23
SOUTHBOUND	Left-Through	10	0	10	23	0	20
∥⊼ੋ	↓ Through	1204	1	607	1129	1	571
<b>₩</b>	✓ Through-Right	1204	1	007	1120	1	0, 1
IĖ	→ Right	9	0	9	13	0	13
3	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
EASTBOUND	→ Through	499	1	432	485	1	424
ľΨ	→ Through-Right		1			1	
St	Right	796	1	0	788	1	0
) j	Left-Through-Right		0			0	
	-		0			0	
	√ Left	512	2	282	722	2	397
₽	√ Left-Through	012	0	202	122	0	381
ľŽ	← Through	945	2	473	1150	2	575
BG	← Through-Right	0-10	0	470	1100	0	010
ST	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right		0	ŭ		0	
	├─ Left-Right		0			0	
		N	orth-South:	607		lorth-South:	571
	CRITICAL VOLUMES		East-West:	714		East-West:	821
			SUM:	1321		SUM:	1392
	VOLUME/CAPACITY (V/C) RATIO:			0.927			0.977
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.827			0.877
	LEVEL OF SERVICE (LOS):			D			D

REMARKS:





I/S #: 17 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2023) Base Conditions

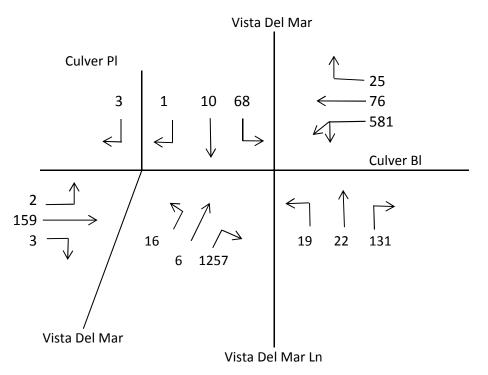
Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	548	1	548	585	1	561
9	↓ Left-Through	0.10	1	0.10		1	<b>55</b> .
<b>ਡ</b>	↑ Through	1449	1	725	1099		561
BC	Through-Right	1440	0	720	1000	0	001
E	Right	608	1	608	443	1	443
NORTHBOUND	← Left-Through-Right		0	000		0	1-10
Ž	Left-Right		0			0	
	Lettright	1					
	. Left	0	0	0	0	0	0
N N	├─ Left-Through		0			0	_
0	↓ Through	0	0	0	0	0	0
H H	← Through-Right		0			0	
SOUTHBOUND	ب Right	0	0	0	0	0	0
ğ	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
	1 1 5	1	,			. ,	
۵	J Left  ↑ Left Through	34	1	34	26	1	26
Z	→ Left-Through	E40	0	000	474	0	007
ğ	→ Through  → Through-Right	519	2 0	260	474	2 0	237
E E	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	U	0	U	0	0	U
Ш	→ Left-Right		0			0	
	L	•				· · · · · ·	
	√ Left	0	0	0	0	0	0
			0			0	
<u> </u>	← Through	781	2	273	1320	2	459
WESTBOUND	← Through-Right		1			1	
S	. ☐ Right	39	0	39	57	0	57
ME ME	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	OBITION VOLUME	^	lorth-South:	725	۸ ۸	lorth-South:	561
	CRITICAL VOLUMES		East-West:	307		East-West:	485
	VALUE (A. D. A. C. D. C. D.		SUM:	1032		SUM:	1046
	VOLUME/CAPACITY (V/C) RATIO:			0.724			0.734
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.624			0.634
	LEVEL OF SERVICE (LOS):			В			В
<u> </u>	DEMARKS:	<u> </u>					

REMARKS:

#### CMA METHODOLOGY CUMULATIVE (2023) BASE CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

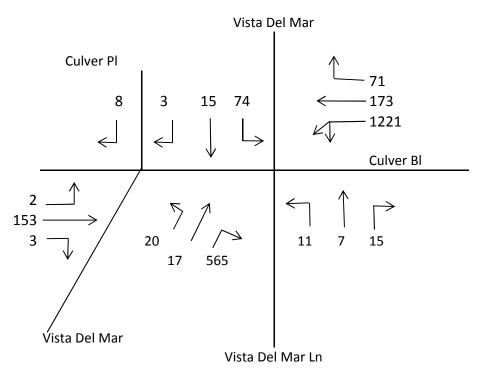


3. 
$$(2+159+3)$$

4. 
$$68 + (19 + 22 + 131)$$
 or  $19 + (68 + 10 + 1)$ 

# CMA METHODOLOGY CUMULATIVE (2023) BASE CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



3. 
$$(2+153+3)$$

4. 
$$74 + (11 + 7 + 15)$$
 or  $11 + (74 + 15 + 3)$ 

#### **APPENDIX F**

Level of Service Worksheets

Cumulative (2023) plus Project Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AM	PEAK HOUF	र	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
l	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	3	EB 0	3В WВ	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	V-1	No. of Lanes	Lane Volume
	↑ Left	25	1	25	Volume 25	1	25
9	√ Left-Through	20	0	20	20	0	20
l DC	↑ Through	1213	1	621	1093	1	606
₽ P	↑ Through-Right		1			1	
₹.	Right	29	0	29	119	0	119
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	1 054	000	4	000		4	000
9		239	1 0	239	283	1 0	283
ות	↓ Through	1233	1	626	1441	1	733
<u>В</u>	→ Through-Right		1			1	
SOUTHBOUND	ر Right	19	0	19	24	0	24
l S	← Left-Through-Right		0			0	
0,	∠ Left-Right		0			0	
	ح Left	14	0	14	16	0	16
9	→ Left-Through	14	1	14	10	1	10
Ž	→ Through	19	0	32	51	0	55
EASTBOUND	→ Through-Right		1			1	
\S1	Right	16	0	32	27	0	55
E/	→ Left-Through-Right		0			0	
	-		0			0	
	√ Left	23	1	23	25	1	25
N O		20	0			0	
	← Through	43	0	204	40	0	224
WESTBOUND	Through-Right		1			1	
ES	Right	364	1	0	407	1	0
>	Left-Through-Right Left-Right		0 0			0 0	
	↓ Lett-Night	N.	orth-South:	860	Λ.	lorth-South:	889
	CRITICAL VOLUMES	<b>"</b>	East-West:	218	"	East-West:	240
			SUM:	1078		SUM:	1129
	VOLUME/CAPACITY (V/C) RATIO:			0.756			0.792
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.692
	LEVEL OF SERVICE (LOS):			В			B
	DEMARKS:			D			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	W PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	3	<b>EB</b> 0	WB	3
	Override Capacity			2			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	30	1	30	18	1	18
N	← Left-Through		0			0	
<b>■</b> 0	↑ Through	821	1	438	688	1	418
H H	<b>├</b> Through-Right		1			1	
RT	<b>├</b> Right	55	0	55	148	0	148
NORTHBOUND	< <b>→</b> Left-Through-Right		0			0	
	← Left-Right		0			0	
		1 4-0				! 4	
9	→ Left  → Left-Through	470	1	470	406	1	406
ן אַ <u>אַ</u>		702	0 1	360	1090	0	553
BC	→ Through → Through-Right	702	1	300	1090	1	555
SOUTHBOUND	→ Right	18	0	18	16	0	16
0	← Left-Through-Right		0			0	. •
S			0			0	
_	→ Left	20	1	20	20	1	20
Ĭ	→ Left-Through		0			0	
EASTBOUND	→ Through  → Through-Right	57	0	79	46	0	<b>6</b> 8
ETE	→ Through-Right → Right	22	1 0	0	22	1 0	0
N.	Left-Through-Right	22	0	U	22	0	U
∥╙	↓ Left-Right		0			0	
	• • •						
	√ Left	163	1	126	275	1	150
WESTBOUND			1			1	
ြု	← Through	89	0	126	24	0	150
E	Through-Right	454	0	_	407	0	04
ES	Right Left-Through-Right	451	1	0	467	1	61
	Left-Right		0 0			0	
	, <u></u>	N	orth-South:	908	^	lorth-South:	824
	CRITICAL VOLUMES	·	East-West:	205		East-West:	218
			SUM:	1113		SUM:	1042
	VOLUME/CAPACITY (V/C) RATIO:			0.809			0.758
v/	C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.658
-	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			С			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		All	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	:	0	0	U	0	0	U
Ž	← Left-Through ↑ Through	0	0	0	0	0	0
ВС	_	U	0	U	0	0	U
王	Through-Right	0		0	0	: :	0
NORTHBOUND	├── Right	0	0 0	U		0	0
ĭ	← Left-Through-Right		0			0	
	← Left-Right		U			U	
_	└- Left	695	2	382	995	2	547
SOUTHBOUND	Left-Through	090	0	002	333	0	J-1
2	↓ Through	20	0	0	0	Ö	0
Be	← Through-Right		0	ŭ		0	ŭ
IĖ	√ Right	78	1	34	126	1	102
ω σ	← Left-Through-Right		0			0	
S			0			0	
	ر Left	88	1	88	49	1	49
Z	→ Left-Through		0			0	
O	→ Through	119	2	60	169	2	85
TB	→ Through-Right		0			0	•
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0 0			0	
	- ≺ Left-Right		U			. 0	
	√ Left	0	0	0	0	. 0	0
9		I	0	J		0	U
ַ בֻּ	← Through	98	1	98	145	1	145
BC	Through-Right		0	- 55		0	
WESTBOUND	, <sup>⊂</sup> Right	791	1	409	546	1	0
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		^	orth-South:	382	٨	lorth-South:	547
	CRITICAL VOLUMES		East-West:	497		East-West:	194
			SUM:	879		SUM:	741
	VOLUME/CAPACITY (V/C) RATIO:			0.586			0.494
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.486			0.394
	LEVEL OF SERVICE (LOS):			:			
	DEMARKS:			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 3	WB	3	<b>EB</b> 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	665		366	499	2	274
9	I :	000	2	300	499	: :	2/4
	← Left-Through	4040	0	F70	4444	0	EAE
BO	↑ Through	1619	2	578	1411	2	545
IE	Through-Right	445	1	445	005	1	205
NORTHBOUND	Right	115	0	115	225	0	225
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	│	264	2	145	223	2	123
SOUTHBOUND	Left-Through	204	0	140	223	0	120
∥ਨੋ	↓ Through	1613	2	578	1591	2	571
BC	→ Through-Right	1010	1	0,0	1001	1	0, 1
IĖ	→ Right	122	0	122	123	0	123
0	Left-Through-Right		0			0	
Š	↓ Left-Right		0			0	
		89	2	49	113	2	62
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	810	2	405	742	2	371
ΙΒ̈́	→ Through-Right		0			0	
EASTBOUND	Right	587	1	221	548	1	274
Ē	Left-Through-Right		0			0	
	Left-Right	l	0			0	
	√ Left	141	2	78	278	2	153
	√ Left-Through	141	0	70	210	0	153
ľŽ	← Through	730	2	365	831	2	416
BG	← Through-Right	700	0	000	001	0	710
WESTBOUND	Right	198	1	53	268	1	145
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		N	orth-South:	944	٨	lorth-South:	845
	CRITICAL VOLUMES		East-West:	483		East-West:	524
			SUM:	1427		SUM:	1369
	VOLUME/CAPACITY (V/C) RATIO:			1.038			0.996
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.938			0.896
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS).			Е			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR	)	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	<b>EB</b> 0	WB	3	<b>EB</b> 0	WB	3
	Override Capacity			2			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
	< <b>↑</b> Left-Through		0			0	
O	∱ Through	1524	2	585	1632	2	646
Ψ̈́	∱ Through-Right		1			1	
T	Right	231	0	231	307	0	307
NORTHBOUND	< <b>├→ Left-Through-Right</b>		0			0	
	← Left-Right		0			0	
۵ ا	└→ Left	1005	2	553	919	2	505
	→ Left-Through		0			0	
<u>0</u>	↓ Through	1569	3	523	1828	3	609
∥≝∣	→ Through-Right		0			0	•
SOUTHBOUND	← Right	0	0	0	0	0	0
SC	← Left-Through-Right		0 0			0 0	
	Left-Right		U			U	
	ال _ Left	0	0	0	0	0	0
□	Left-Through	O	0	·	ľ	0	o
5	→ Through	0	0	0	0	0	0
EASTBOUND	→ Through-Right		0	_		0	-
ST	Right	0	0	0	0	0	0
EA	→ Left-Through-Right		0			0	
	- <b>⋌</b> Left-Right		0			0	
_		223	2	123	237	2	130
WESTBOUND		_	0		_	0	
∥ ໘	← Through ← Through-Right	0	0	0	0	0	0
E	, illiough-kight	4054	0	405	040	0	4.5
ES	Right Left-Through-Right	1251	2 0	135	946	2 0	15
	↓ Left-Through-Right — Left-Right		0			0	
	↓ Lett-Night	٨	lorth-South:	1138	Λ	lorth-South:	1151
	CRITICAL VOLUMES	^	East-West:	135	1 "	East-West:	130
	01111011210201120		SUM:	1273		SUM:	1281
	VOLUME/CAPACITY (V/C) RATIO:						
	` ,			0.893			0.899
<b>'</b> /	C LESS ATSAC/ATCS ADJUSTMENT:			0.793			0.799
	LEVEL OF SERVICE (LOS):			С			С
	LEVEL OF SERVICE (LOS):			C			C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		İ AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases	,,,,,,		4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	207	1	207	126	1	126
P	- Left-Through	207	0	20,	120	0	120
<u> </u>	↑ Through	1493	2	506	1510	2	508
₽ B	↑ Through-Right		1			1	
NORTHBOUND	Right	24	0	24	13	0	13
Q	← Left-Through-Right		0			0	
Z	← Left-Right		0			0	
۵	→ Left	40	1	40	59	1	59
Z	├─ Left-Through		0			0	
<u>∑</u>	↓ Through	1553	2	608	1738	2	685
∥ੁ∺	→ Through-Right	:	1			1	
SOUTHBOUND	الب Right	272	0	272	317	0	317
SC	← Left-Through-Right ∴ Left-Right		0 0			0	
	Leit-Right	I .	U			. 0	
	ا _ Left	220	1	111	344	1 1	174
9	_் Left-Through	223	1			1	
Ŋ	→ Through	1	0	111	3	0	174
BC	→ Through-Right		0			0	
EASTBOUND	Right	62	1	0	114	1	51
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	C 1 of	1 2	0			: ^ :	4.5
₽		3	0 0	3	15	0	15
S	← Through	1	0	16	2	0	26
STBOUND	← Through-Right	'	0	10		0	20
ST	Right	12	0	0	9	0	0
WE			1			1	-
	├─ Left-Right		0			0	
		N	orth-South:	815	٨	lorth-South:	811
	CRITICAL VOLUMES		East-West:	127		East-West:	200
			SUM:	942		SUM:	1011
	VOLUME/CAPACITY (V/C) RATIO:			0.685			0.735
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.635
	LEVEL OF SERVICE (LOS):			Α			В
	DEMARKS:	<u> </u>		73	<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.5	0	A/D	0.5	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3 EB 0	SB WB	0	NB 3 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	LB 0	VVB	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	IVIO V EIVIEN I	Volume	Lanes	Volume	Volume	Lanes	Volume
▮╻	<u> </u>	195	1	195	101	1	101
NORTHBOUND	← Left-Through		0			0	
<u>8</u>	↑ Through	1697	3	566	1494	3	<b>49</b> 8
∥≝	Through-Right		0			0	
ᅜ	→ Right	451	1	288	368	1	106
N	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	178	1	178	241	1 1	241
SOUTHBOUND	Left-Through	'''	0	1,0	271	0	<u> </u>
ი	↓ Through	1327	2	456	1691	2	584
ΗB	← Through-Right		1			1	
<u>E</u>	ب Right	41	0	41	60	0	60
∥ ŏ	← Left-Through-Right		0			0	
	∠ Left-Right	<u> </u>	0			0	
	∫ Left	1 0	0			. 0	0
Ω	→ Leπ  → Left-Through	0	0	0	0	0	0
	→ Through	576	1	313	547	1	371
BO	→ Through-Right	010	1	0.0	047	1	0, 1
EASTBOUND	→ Right	50	0	50	194	0	194
Ĕ	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
	✓ Left	297	2	163	477	2	262
	<ul><li></li></ul>	460	0 1	288	575	0	329
30	↑ Through-Right	460	1	200	575	1	329
ESTBOUND	Pight	115	0	115	82	0	82
WE	Left-Through-Right		0	110	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0	02
	├─ Left-Right		0			0	
		۸	orth-South:	744	٨	lorth-South:	739
	CRITICAL VOLUMES		East-West:	476		East-West:	633
<u> </u>			SUM:	1220		SUM:	1372
	VOLUME/CAPACITY (V/C) RATIO:			0.887			0.998
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.898
	LEVEL OF SERVICE (LOS):						D
•				0.787 C			

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR P				M PEAK HOUR	
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
	_	EB 1	WB	0	EB 1	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	893		491	732		403
9	I .	093	2	491	132	2	403
5	← Left-Through	0460	0	722	1050	0	630
BO	↑ Through	2160	2	733	1852	2	630
IE	Through-Right	20	1	20	20	1	20
NORTHBOUND	├─ Right	38	0	38	39	0	39
ĭ	← Left-Through-Right		0			0	
	← Left-Right	<u> </u>	0			0	
	└- Left	52	1	52	47	1 1	47
SOUTHBOUND	Left-Through	32	0	JZ	41	0	41
<u> </u>	↓ Through	1571	2	549	2241	2	780
BC	✓ Through-Right	1071	1	0.70	2271	1	700
IĖ	→ Right	76	0	76	99	0	99
0	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ر Left	72	1	72	89	1	8 <b>9</b>
N	→ Left-Through		0			0	
00	→ Through	17	1	17	25	1	25
EASTBOUND	→ Through-Right		0			0	
JS.	Right	629	1	0	995	1	0
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left	31	0	31	53	0	53
₽	ν Leπ	31	1	31	53	1	55
Į	← Through	10	0	45	28	0	56
ВО	← Through-Right	10	1		20	1	00
WESTBOUND	Right	35	0	0	28	0	0
Ę	Left-Through-Right		0	ŭ		0	
	├─ Left-Right		0			0	
	·	N	orth-South:	1040	٨	lorth-South:	1183
	CRITICAL VOLUMES		East-West:	117		East-West:	145
			SUM:	1157		SUM:	1328
	VOLUME/CAPACITY (V/C) RATIO:			0.812			0.932
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.712			0.832
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):	<u> </u>		С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PI					R
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	← Left-Through	Ŭ	0	Ū		0	O
<b>ו</b> בַּ	↑ Through	2776	2	1294	2279	2	939
BC	↑ Through-Right	2110	1	1234	2213	1	303
∥ <del>Ĕ</del>	→ Right	1107	0	1107	539	0	539
NORTHBOUND	← Kigiit	1107	0	1101	009	0	559
ž	Left-Hillough-Right		0			0	
	Lett-ragin	l .				-	
	└ Left	0	0	0	0	0	0
₽	├─ Left-Through	_	0			0	_
8	↓ Through	2274	2	1137	3250	2	0
单	← Through-Right		0			0	
Ē	بُ Right	0	0	0	0	0	0
SOUTHBOUND	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
	1 4				1		
	J Left	0	0	0	0	0	0
Z	→ Left-Through		0	_		0	0
ಠ್ಷ	→ Through  → Through-Right	0	0	0	0	0	0
	→ Through-Right → Right	0	0 0	0	0	0 0	0
EASTBOUND	Left-Through-Right	0	0	U	0	0	0
Ш	↓ Left-Right		0			0	
	I ) Ect trigin						
	√ Left	0	0	0	0	0	0
			0			0	
<b>₽</b>	← Through	0	0	0	0	0	0
<u>ĕ</u>	← Through-Right		0			0	
WESTBOUND	Right	311	2	171	311	2	171
ĭ	Left-Through-Right		0			0	
	├─ Left-Right		0	4004		0	222
	CRITICAL VOLUMES	l ^	orth-South:	1294	_ ^	lorth-South:	939
	CRITICAL VOLUMES		East-West:	171		East-West:	171
	VOLUME/CARACITY (V/O) BATIO		SUM:	1465		SUM:	1110
	VOLUME/CAPACITY (V/C) RATIO:			0.977			0.740
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.877			0.640
	LEVEL OF SERVICE (LOS):			D			В
DEMARKO							

REMARKS:





I/S #: 10 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK					HOUR	
No. of Phases				4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 3	SB	3	NB 3	SB	3	
	_	EB 0	WB	3	<b>EB</b> 0	WB	3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			No. of	0		No of	0	
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
	↑ Left	18		18	42	!	42	
9		10	1	10	42	1	42	
5	← Left-Through	20.42	0	764	1702	0	448	
BO	↑ Through	3043	4	761	1793	4	446	
IE	Through-Right	CAE	0	400	204	0	20	
NORTHBOUND	├─ Right	645	1	436	361	1	29	
∥ ĭ	← Left-Through-Right		0			0		
	← Left-Right		0			0		
	└- Left	550	2	303	679	2	373	
SOUTHBOUND	Left-Through	330	0	303	019	0	3/3	
∥ਨੋ	↓ Through	1286	4	322	1899	4	475	
BC	√ Through-Right	1200	0	OZZ	1000	Ö	470	
IĖ	√ Right	195	1	0	708	1	604	
0	← Left-Through-Right		0			0		
S	↓ Left-Right		0			0		
	<u> </u>	199	1	199	104	1	104	
N N	→ Left-Through		0			0		
<b>■</b>	→ Through	410	2	153	261	2	117	
Ϊ́Β	→ Through-Right		1			1		
EASTBOUND	Right	50	0	50	89	0	89	
Ē	Left-Through-Right		0			0		
	- ≺ Left-Right	L	0			0		
	√ Left	380	2	209	603	2	332	
	γ Left	360	0	209	003	0	332	
₹	← Through	180	2	90	498	2	249	
WESTBOUND	← Through-Right		0	50	400	0	2-10	
ST	Right	833	2	155	965	2	158	
¥	Left-Through-Right		0			0		
	├─ Left-Right		0			0		
		^	lorth-South:	1064	٨	lorth-South:	821	
	CRITICAL VOLUMES		East-West:	362		East-West:	449	
			SUM:	1426		SUM:	1270	
	VOLUME/CAPACITY (V/C) RATIO:			1.037			0.924	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.824	
	LEVEL OF SERVICE (LOS):							
	DEMARKS.			Е			D	

REMARKS:





I/S #: 11 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM P			M PEAK HOU	R	
	No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 3	SB	0	NB 3	SB	0
	ATOMO 4 ATOMO: ATOM 60	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ü		0	· ·
ן אַ בֿע	↑ Through	3469	4	867	2321	4	580
BC	↑ Through-Right	0409	0	007	2021	0	300
l E	→ Right	802	1	613	397	1	142
NORTHBOUND	← Kight Left-Through-Right	002	0	010	091	0	172
Ž	Left-Right		0			0	
			<u>,                                     </u>				
	. Left	146	2	80	68	2	37
N N	├─ Left-Through		0			0	
0	↓ Through	1545	4	386	2604	4	651
H H	← Through-Right		0			0	
SOUTHBOUND	ب Right	0	0	0	0	0	0
ğ	<⇒ Left-Through-Right		0			0	
0)	∠, Left-Right		0			0	
					_		_
۵	J Left  ↑ Left Through	0	0	0	0	0	0
Z	→ Left-Through	_	0	•		0	•
ğ	→ Through → Through-Right	0	0 0	0	0	0 0	0
E E	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	U	0	U	0	0	U
Ш	↓ Left-Right		0			0	
	) Lett ragin	•	· ·				
	√ Left	343	2	189	463	2	255
WESTBOUND			0			0	
C	← Through	0	0	0	0	0	0
<u>B</u>	← Through-Right		0			0	
S.	Right	45	1	0	80	1	43
KE	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	l ^	orth-South:	947	^	lorth-South:	651
	CRITICAL VOLUMES		East-West:	189		East-West:	255
	VOLUME (OADACITY 4//O) DATIO		SUM:	1136		SUM:	906
	VOLUME/CAPACITY (V/C) RATIO:			0.797			0.636
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.536
	LEVEL OF SERVICE (LOS):			В			Α
<u> </u>	DEMARKS:	<u> </u>			<u> </u>		/1

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 1	SB	0	NB 1	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	10	0	10	45	0	45
9	√ Left-Through	10	1	.0	10	1	40
ן אַ בֿע	↑ Through	0	0	10	3	0	48
ВС	↑ Through-Right	U	0	10	]	0	40
l E	→ Right	916	1	0	421	1	0
NORTHBOUND	्र संतुताः	910	0	U	421	0	U
ž	← Left-Inrough-Right ← Left-Right		0			0	
	Y Leit-Right		U			U	
	└- Left	4	0	4	1	0	1
N	├─ Left-Through	· .	0	·	· ·	0	•
	↓ Through	0	0	5	1	0	2
₽ P	← Through-Right		0	_	·	0	_
SOUTHBOUND	<i>→</i> Right	1	0	0	0	0	0
o D	← Left-Through-Right		1			1	
S	→ Left-Right		0			0	
	ر Left	1	1	1	2	1	2
Z	→ Left-Through		0			0	
00	→ Through	1577	1	797	656	1	350
ΙΒ	→ Through-Right		1			1	
EASTBOUND	Right	16	0	16	44	0	44
Ē	Left-Through-Right		0			0	
	-	<u> </u>	0			0	
	√ Left	375	1	375	1051	1 1	1051
<u>□</u>	√ Left-Through	315	0	3/5	1001	0	1051
<b>5</b>	← Through	589	1	296	1578	1	790
BO	← Through-Right	300	1	250	1070	1	750
ST	Right	2	0	2	2	Ö	2
WESTBOUND	Left-Through-Right	_	0	_	_	0	_
>	├ Left-Right		0			0	
	. , -		orth-South:	15	٨	lorth-South:	49
	CRITICAL VOLUMES		East-West:	1172		East-West:	1401
			SUM:	1187		SUM:	1450
	VOLUME/CAPACITY (V/C) RATIO:			0.833			1.018
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.733			0.918
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS).			С			Е

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR			
No. of Phases				2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0	
		EB 0	WB	0	<b>EB</b> 0	WB	0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			No. of	0		No of	0	
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
	↑ Left	383		211	1160	2	638	
9	I .	303	2	211	1160	:	030	
5	← Left-Through	0	0	0		0	0	
BO	↑ Through	0	0	0	0	0	0	
IE	Through-Right	05	0	0	- F	0	EE	
NORTHBOUND	Right	25	1	0	55	1	55	
ĭ	← Left-Through-Right		0			0		
	← Left-Right		0			0		
	└- Left	0	0	0	0	0	0	
SOUTHBOUND	Left-Through	l	0	U		0	U	
<u> </u>	↓ Through	0	0	0	0	0	0	
BC	✓ Through-Right	Ĭ	0	ŭ		Ö	ŭ	
IĖ	→ Right	0	0	0	0	0	0	
	← Left-Through-Right	Ŭ	0	ŭ		0	ŭ	
Š	↓ Left-Right		0			0		
, , , , , , , , , , , , , , , , , , ,								
	Left	0	0	0	0	0	0	
N	→ Left-Through		0			0		
00	→ Through	2071	2	1036	836	2	418	
<u>B</u>	<b>◯</b> Through-Right		0			0		
EASTBOUND	Right	0	0	0	0	0	0	
É	Left-Through-Right		0			0		
	- ≺ Left-Right	l	0			0		
	√ Left	407	0	407	420	. 0	420	
₽	γ Leπ <del>√</del> Left-Through	127	1	127	138	0	138	
S	← Through	511	1	511	1440	1	996	
BO	← Through-Right	011	0	011	1440	Ö	330	
ST	Right	0	0	0	0	Ö	0	
WESTBOUND	Left-Through-Right	ľ	0	ŭ		0	v	
_	├ Left-Right		0			0		
		N	orth-South:	211	٨	lorth-South:	638	
	CRITICAL VOLUMES		East-West:	1163		East-West:	996	
			SUM:	1374		SUM:	1634	
	VOLUME/CAPACITY (V/C) RATIO:			0.916			1.089	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.816			0.989	
	LEVEL OF SERVICE (LOS):							
	LEVEL OF SERVICE (LOS):			D			Е	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	VI PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	Volume 0		0	O		0
9	:	U	0	U	0	0	U
5	← Left-Through	0	0	0		0	•
BO	↑ Through	0	0	U	0	0	0
IE	Through-Right	_	0	0		0	0
NORTHBOUND	Right	0	0	0	0	0	0
×	← Left-Through-Right		0			0	
	← Left-Right	<b></b> ;	0			0	
		129	1	129	114	1 1	114
SOUTHBOUND	Left-Through	129	0	129	114	0	114
Ĭ	↓ Through	0	1	0	4	1	4
BC	→ Through-Right	Ŭ	1	Ü	7	1	7
∓	→ Right	37	0	37	62	0	62
∂	← Left-Through-Right	01	Ö	0,	02	Ö	02
Š	↓ Left-Right		0			0	
_	ے Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
	ightarrow Through	1867	3	622	795	3	265
BC	→ Through-Right		0			0	
EASTBOUND	Right	1043	2	574	364	2	200
E	→ Left-Through-Right		0			0	
	-	<u> </u>	0			0	
	C 1-#	140		440	1 007		207
۵	✓ Left ✓ Left Through	118	1	118	337	1 0	337
		640	0 2	240	1600	2	905
<u>0</u>	← Through-Right	619	0	310	1609	0	805
WESTBOUND	Right	0	0	0	0	0	0
ES	Left-Through-Right	ľ	0	U		0	U
>	Left-Right		0			0	
	γ =	N	orth-South:	129	^	lorth-South:	114
	CRITICAL VOLUMES	·	East-West:	740	· ·	East-West:	805
			SUM:	869		SUM:	919
	VOLUME/CAPACITY (V/C) RATIO:			0.579			0.613
W	C LESS ATSAC/ATCS ADJUSTMENT:						
"				0.479			0.513
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOM 60	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	191	1	105	300	1	165
9	√ Left-Through	131	1	100	300	1	100
ן אַ	↑ Through	320	0	448	264	0	311
BC	↑ Through-Right	320	1	440	204	1	311
l E	→ Right	128	0	128	47	0	47
NORTHBOUND	←	120	0	120	7,	0	71
ĮŽ	Left-Right		0			0	
					l		
	. Left	92	1	92	173	1	173
¥	├→ Left-Through		0			0	
0	↓ Through ¯	0	0	0	0	0	0
H H	← Through-Right		0			0	
SOUTHBOUND	ب Right	181	1	0	579	1	465
∥ <u>ŏ</u>	← Left-Through-Right		0			0	
0	∠ Left-Right		0			0	
						. , .	
	J Left	530	1	530	228	1	228
	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	4400	0	704	070	0	220
Į Ž	→ Through → Through-Right	1462	2 0	731	678	2 0	339
I	Right	0	0	0	0	0	0
EASTBOUND	↓ Kight	U	0	U	0	0	U
╽╙	↓ Left-Right		0			0	
	) ==::::\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\				1		
	√ Left	0	0	0	0	0	0
WESTBOUND			0			0	
C	← Through	353	2	177	1055	2	528
∥ ĭğ	Through-Right		0			0	
S.	Right	352	1	306	300	1	214
ĕ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	l ^	orth-South:	540	^	lorth-South:	776
	CRITICAL VOLUMES		East-West:	836		East-West:	756
	VOLUME IO ADACITY AVIOL DATE		SUM:	1376		SUM:	1532
	VOLUME/CAPACITY (V/C) RATIO:			0.966			1.075
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.866			0.975
	LEVEL OF SERVICE (LOS):			D			Е
	LEVEL OF SERVICE (LOS):			ע			C

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2023) Plus Project Conditions

Count Date: Analyst: RA Date: 6/17/205

		İ AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
•		EB 2	WB	0	EB 2	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	l ana
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Lane Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	ŭ		0	·
Ŋ	↑ Through	0	0	0	0	0	0
BC	↑ Through-Right	Ŭ	0	Ŭ		0	O
l E	→ Right	0	0	0	0	0	0
NORTHBOUND	←	ľ	0	J		0	J
Ž	Left-Right		0			0	
	. Left	18	1	18	23	1	23
N N	├→ Left-Through		0			0	
<b>■</b> 0	↓ Through	1204	1	607	1129	1	571
P P	← Through-Right		1			1	
Ę	ب Right	9	0	9	13	0	13
SOUTHBOUND	Left-Through-Right		0			0	
0)	∠ Left-Right	<u> </u>	0			0	
	Left				_		
۵	2010	0	0	0	0	0	0
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	400	0	400	407	0	407
ğ	→ Through → Through-Right	499	1 1	432	487		427
E E	→ Through-Right → Right	797	1	0	793	1	0
EASTBOUND	Left-Through-Right	191	0	U	193	0	U
ш	→ Left-Right		0			0	
		•					
	√ Left	512	2	282	722	2	397
			0			0	
	← Through	947	2	474	1157	2	579
STBOUND	← Through-Right		0			0	
Si.	Right	0	0	0	0	0	0
WE	Left-Through-Right		0			0	
	⊱ Left-Right		0	007		0	F7.4
	CRITICAL VOLUMES	l ^	orth-South:	607	_ ^	lorth-South:	571
	CRITICAL VOLUMES		East-West: SUM:	714 1321		East-West: SUM:	824
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:	1321		SUIVI:	1395
				0.927			0.979
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.827			0.879
	LEVEL OF SERVICE (LOS):			D			D
	DEMADKS.						

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2023) Plus Project Conditions

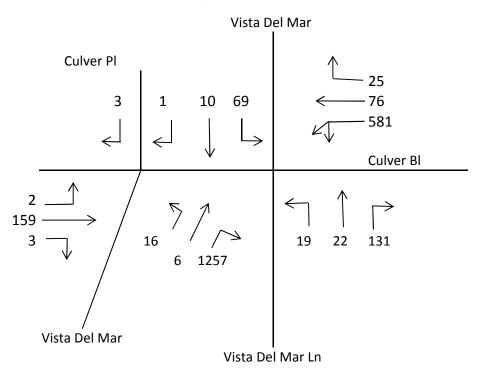
Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-#					!	
₽	Left	549	1	549	589	1	563
5	← Left-Through	4440	1	705	4000		500
NORTHBOUND	↑ Through	1449	1	725	1099	1	563
IE	Through-Right	000	0	000	440	0	440
R	→ Right	608	1	608	443	1	443
N	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	Left		0				0
9	, ∟eπ	0	0 0	0	0	0	0
ă	↓ Through	0	0	0	0	0	0
BC	→ Through	0	0	U	0	0	U
E E	→ Right	0	0	0	0	0	0
SOUTHBOUND	← Left-Through-Right	0	0	U	0	0	o
SC	Left-Right		0			0	
	Zert right						
	Left	34	1	34	26	1 1	26
9	-^→ Left-Through		0			0	
ă	→ Through	519	2	260	476	2	238
ВС	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Ä	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	· ·						
	√ Left	0	0	0	0	0	0
<b>Z</b>			0			0	
٦ ا	← Through	782	2	274	1323	2	460
TB	← Through-Right		1			1	
WESTBOUND	Right	39	0	39	57	0	57
<b>≥</b>	Left-Through-Right		0			0	
	├─ Left-Right		0	705		0	500
	CRITICAL VOLUMES	l ^	lorth-South:	725	_ ^	lorth-South:	563
	CRITICAL VOLUMES		East-West:	308		East-West:	486
	VOLUME/CARACITY (1/O) DATIO:		SUM:	1033		SUM:	1049
	VOLUME/CAPACITY (V/C) RATIO:			0.725			0.736
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.625			0.636
	LEVEL OF SERVICE (LOS):			В			В
	DEMARKO	·			I		

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

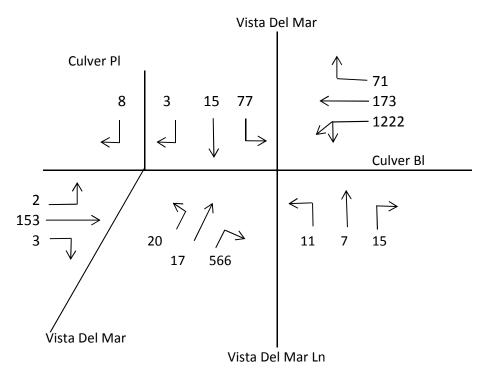


3. 
$$(2+159+3)$$

4. 
$$69 + (19 + 22 + 131)$$
 or  $19 + (69 + 10 + 1)$ 

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



3. 
$$(2+153+3)$$

4. 
$$77 + (11 + 7 + 15)$$
 or  $11 + (77 + 15 + 3)$ 

### **APPENDIX G**

Level of Service Worksheets

Cumulative (2019) Pre-Construction Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

		AM	PEAK HOUF	र	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
l	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	3	EB 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	25	1	25	25	1	25
ND			0			0	
NORTHBOUND	↑ Through	1186	1	<b>60</b> 8	1065	1	591
HB.	├ Through-Right		1			1	
RT	Right	29	0	29	116	0	116
N	← Left-Through-Right ✓ Left-Right		0 0			0 0	
	Y Leit-Nigili		U		1	U	
	└→ Left	233	1	233	276	1	276
SOUTHBOUND	Left-Through		0			0	
BO	↓ Through	1206	1 1	612	1402	1 1	713
Ӗ	→ Tilloughi-Right → Right	18	0	18	24	0	24
00	← Left-Through-Right	10	0	10		0	21
တ			0			0	
	Ĵ Left	40	0	40	1 45	0	45
□	$\stackrel{\mathcal{J}}{ ightarrow}$ Left $\stackrel{\mathcal{J}}{ ightarrow}$ Left-Through	13	0 1	13	15	0 1	15
N	→ Through	18	0	30	49	0	53
EASTBOUND	→ Through-Right		1			1	
\ \ \	Right	15	0	30	27	0	53
E/	→ Left-Through-Right → Left-Right		0 0			0 0	
			U			U	
	√ Left	23	1	23	25	1	25
WESTBOUND			0			0	
ຼ ໘	← Through ← Through-Right	42	0 1	199	39	0 1	218
STE	Right	356	1	0	397	1	0
ΛĘ	Left-Through-Right	000	0	Ü	001	0	Ü
	├─ Left-Right		0			0	
		N	orth-South:	841	۸ ا	lorth-South:	867
	CRITICAL VOLUMES		East-West: SUM:	212 1053		East-West:	233
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:	1053		SUM:	1100
1//	C LESS ATSAC/ATCS ADJUSTMENT:			0.739			0.772
V/C				0.639			0.672
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	0.5	2	A/D 0	0.5	2
'	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0 3
	ATSAC-1 or ATSAC+ATCS-2?		,,, <u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	2	LD 0	<b>115</b>	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	30	1	30	17	1	17
<u>S</u>	← Left-Through		0			0	
NORTHBOUND	↑ Through	803	1	428	670	1	404
∥ <del>ℤ</del>	Through-Right	50	1	F0	420	1	400
<u>ا</u> ا	├─ Right → Left-Through-Right	53	0 0	53	138	0	138
μž	← Left-Inrough-Right  ← Left-Right		0			0 0	
	I Lett-Night		U			U	
	. ∟ Left	459	1	459	396	1	396
SOUTHBOUND	<b>├</b> Left-Through		0			0	
ಠ್ಷ	<b>↓ Through</b>	686	1	352	1061	1	538
里	→ Through-Right		1			1	
5	→ Right	17	0	17	15	0	15
So	← Left-Through-Right  ↓ Left-Right		0 0			0 0	
	Leit-Right	l .	U			U	
	Left	19	1	19	19	1	19
9	-∱ Left-Through		0			0	
∥ਨੋ	→ Through	55	0	76	45	0	66
l ĕ	<b>◯</b> Through-Right		1			1	
EASTBOUND	Right	21	0	0	21	0	0
7	Left-Through-Right		0			0	
	│	<u> </u>	0			0	
	√ Left	158	1	123	262	1	143
	✓ Left-Through	100	1	120	202	1	140
ESTBOUND	← Through	87	0	123	24	0	143
∥ ĕ	Through-Right		0			0	
S:	Right	441	1	0	455	1	59
¥	Left-Through-Right		0			0	
	├─ Left-Right		0	007		0	900
	CRITICAL VOLUMES		lorth-South: East-West:	887 199	^	lorth-South: East-West:	800 209
	CHAIRONE VOLONIES		SUM:	1086		SUM:	1009
	VOLUME/CAPACITY (V/C) RATIO:			0.790			0.734
1//	C LESS ATSAC/ATCS ADJUSTMENT:						
<b>'</b> '				0.690			0.634
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

	AN	I PEAK HOU		PI	I PEAK HOU	R	
No. of Phases			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	AUD 0	0.5	0	AUD C	65	0	
Right Turns: FREE-1, NRTUR-2 of ULA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0	
ATSAC-1 or ATSAC+ATCS-2?	EB U	WD	3 2	EB 0	WD	3 2	
Override Capacity			0			0	
MOVEMENT		No. of	Lane		No. of	Lane	
WOVEWENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
Left	0	0	0	0	0	0	
E Left-Through		0			0		
g   ↑ Through	0	0	0	0	0	0	
里   Chrough-Right	0	0	0		0	0	
Left-Through  Through  Through-Right  Right  Left-Through-Right	0	0	0	0	0	0	
Q ← Left-Through-Right		0			0		
∠ Left-Right	į	0			0		
_	680	2	374	971	2	534	
ONDOR Left-Through	333	0	•	0, ,	0		
ਰੋ   ↓ Through	20	0	0	0	0	0	
및 및 →  Through-Right		0			0		
E   → Right	<b>7</b> 5	1	33	113	1	93	
D ← Left-Through-Right		0			0		
60 Left-Right		0			0		
Left	84	1	84	40	1	40	
	04	0	0-4	40	0	40	
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	115	2	58	155	2	78	
m		0			0		
ဖြင့် ြ Right	0	0	0	0	0	0	
		0			0		
│		0			0		
Left	0	0	0		. 0		
Ω	0	0	0	0	0 0	0	
OND	92	1	92	123	1	123	
□ ☐ Through-Right	<u> </u>	0	02	.23	0	.23	
Ø   Ĉ Right	773	1	399	534	1	0	
Left-Through-Right		0			0		
	ļ	0			0		
CRITICAL VOLUMES		orth-South:	374	۸	lorth-South:	534	
CRITICAL VOLUMES		East-West:	483		East-West:	163	
VOLUME/CARACITY (V/O) RATIO:		SUM:	857		SUM:	697	
VOLUME/CAPACITY (V/C) RATIO:			0.571			0.465	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.471			0.365	
LEVEL OF SERVICE (LOS):			Α			Α	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		All	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	<b>EB</b> 3	WB	3	EB 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	650		358	487		268
Q		650	2	350	401	2	200
5	← Left-Through	1504	0	ECE	1377	0	520
BO	↑ Through	1584	2	565	1377	2	532
IE	Through-Right	444	1	444	040	1	240
NORTHBOUND	Right	111	0	111	218	0	218
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	259	2	142	219	2	120
SOUTHBOUND	Left-Through	209	0	142	219	0	120
∥ਨੋ	↓ Through	1579	2	566	1551	2	557
BC	√ Through-Right	1070	1	300	1001	1	00,
IĖ	√ Right	120	0	120	120	0	120
0	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	<u> </u>	87	2	48	111	2	61
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	792	2	396	724	2	362
EASTBOUND	→ Through-Right		0			0	
JS.	Right	575	1	217	535	1	267
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	137	2	75	268	2	147
<u>Q</u>	γ Left	131	0	75	200	0	147
Ĭ	← Through	714	2	357	811	2	406
BG	← Through-Right	, 17	0	001		0	700
WESTBOUND	Right	194	1	52	262	1	142
Ę	Left-Through-Right		0			0	
	├ Left-Right		0			0	
		٨	orth-South:	924	٨	lorth-South:	825
	CRITICAL VOLUMES		East-West:	471		East-West:	509
			SUM:	1395		SUM:	1334
	VOLUME/CAPACITY (V/C) RATIO:			1.015			0.970
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.915			0.870
	LEVEL OF SERVICE (LOS):						
	DEMARKS.	<u> </u>		Е			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR		PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	<b>EB</b> 0	WB	3	<b>EB</b> 0	WB	3
	Override Capacity			2			2
	·		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
ľ	- ← Left-Through		0			0	
ا کر	∱ Through	1491	2	572	1591	2	630
또	<b>↑</b> Through-Right		1			1	
NORTHBOUND	<mark>∕∼ Right</mark>	226	0	226	300	0	300
∥ 8	Left-Through-Right		0			0	
	← Left-Right		0			0	
	↓ Left	985	2	542	897	2	493
9	→ Left  Left-Through	900	0	542	091	0	450
	↓ Through	1536	3	512	1780	3	593
<b>₩</b>	→ Through-Right	, , , ,	0			0	
SOUTHBOUND	ر Right	0	0	0	0	0	0
Ιğ	← Left-Through-Right		0			0	
U,	∠ Left-Right		0			0	
	ال Left		0			0	0
۵	→ Left  Left-Through	0	0 0	0	0	0 0	0
	→ Through	0	0	0	0	0	0
80	→ Through-Right	Ů	0	O	Ĭ	0	
EASTBOUND	Right	0	0	0	0	0	0
ΕŘ	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
_	✓ Left	219	2	120	232	2	128
		0	0 0	0	0	0 0	0
∥ ĝ	↑ Through-Right	U	0	U		0	U
ST	Right	1224	2	131	925	2	16
WESTBOUND	Left-Through-Right	1	0			0	
	Ç Left-Right		0			0	
		٨	lorth-South:	1114	٨	lorth-South:	1123
	CRITICAL VOLUMES		East-West:	131		East-West:	128
	VOLUME (OADA CITICATA)		SUM:	1245		SUM:	1251
	VOLUME/CAPACITY (V/C) RATIO:			0.874			0.878
V/	/C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.778
	LEVEL OF SERVICE (LOS):			С			С
					•		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

		İ AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	203	1	203	123	1	123
P	- Left-Through	200	0	200	120	0	120
l DC	↑ Through	1461	2	495	1471	2	495
BC	↑ Through-Right	1.01	1	100		1	100
Į	Right	24	0	24	13	0	13
NORTHBOUND	← Left-Through-Right		0			0	
Z	← Left-Right		0			0	
٥	├- Left	40	1	40	58	1	58
			0			0	
<u>0</u>	↓ Through	1522	2	596	1691	2	667
🛱	→ Through-Right		1			1	
SOUTHBOUND		266	0	266	309	0	309
SC	← Left-Through-Right ∴ Left-Right		0 0			0	
	Z Leit-Night		U				
	Ĵ Left	215	1	108	335	1 1	169
P	→ Left-Through		1			1	
<u>ה</u>	ightarrow Through	1	0	108	3	0	169
B	→ Through-Right		0			0	
EASTBOUND	Right	60	1	0	111	1	50
Ä	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left	3	0	3	15	: 0	15
9	√ Left-Through	3	0	3	15	0	10
STBOUND	← Through	1	0	15	2	0	26
BC	← Through-Right		0			0	
ST	Right	11	0	0	9	0	0
WE	Left-Through-Right		1			1	
	├─ Left-Right		0			0	
	OBITION VOLUME	^	orth-South:	799	^	lorth-South:	790
	CRITICAL VOLUMES		East-West:	123		East-West:	195
	VOLUME (OADACITY AVEL DATE)		SUM:	922		SUM:	985
	VOLUME/CAPACITY (V/C) RATIO:			0.671			0.716
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.571			0.616
	LEVEL OF SERVICE (LOS):			Α			В
	PEMAPKS:	<u> </u>			1	i	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		Al	I PEAK HOU	IR	PI	W PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	190		190	98	1	98
9	I .	190	1	190	90	: :	90
5	← Left-Through	1660	0	FFO	1.450	0	485
NORTHBOUND	↑ Through	1660	3	553	1456	3	465
∓	Through-Right	441	0	201	360	0	104
N.	Right	441	1	281	360	1	104
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	175	1	175	235	1 1	235
SOUTHBOUND	Left-Through	173	0	1/5	233	0	235
∥ਨੋ	↓ Through	1300	2	447	1645	2	568
BC	✓ Through-Right	1000	1	/	1040	1	000
IĖ	√ Right	40	0	40	58	ó	58
0	← Left-Through-Right		0			0	
Š	↓ Left-Right		0			0	
	Left	0	0	0	0	0	0
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	563	1	306	527	1	358
ΙΒ̈́	→ Through-Right		1			1	
EASTBOUND	Right	49	0	49	189	0	189
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left		2	160	465	; 2	256
□	τ Left-Through	290	2 0	100	400	2 0	250
₹	← Through	448	1	281	554	1	317
BO	← Through-Right	440	1	201	004	1	017
WESTBOUND	Right	113	0	113	80	Ö	80
Ę	Left-Through-Right		0			0	
	├─ Left-Right	<u>                                     </u>	0			0	
		٨	orth-South:	728		lorth-South:	720
	CRITICAL VOLUMES		East-West:	466		East-West:	614
			SUM:	1194		SUM:	1334
	VOLUME/CAPACITY (V/C) RATIO:			0.868			0.970
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.768			0.870
	LEVEL OF SERVICE (LOS):						
	DEMARKS.	<u> </u>		С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 1	WB	0	EB 1	WB	0
	Override Capacity			2			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	870	2	479	702	2	386
N N	< <b>↑</b> Left-Through		0			0	
0	∱ Through	2114	2	717	1810	2	616
HB	<b>∱</b> Through-Right		1			1	
R	<sup>r</sup> Right	37	0	37	38	0	38
NORTHBOUND	< <b>→ Left-Through-Right</b>		0			0	
	<├─ Left-Right		0			0	
□	↓ Left	51	1	51	46	1	46
S	⇒ Left-Through		0			0	
BO	Through	1539	2	538	2187	2	759
IE	← Through-Right	7.4	1	74	00	1	00
SOUTHBOUND		74	0 0	74	90	0	90
SC	Left-Right		0			0	
	2011-Night						
	ے Left	70	1	70	83	1	83
	→ Left-Through		0			0	
EASTBOUND	ightarrow Through	16	1	16	25	1	25
BG	<b>→</b> Through-Right		0			0	
[S]	Right	616	1	0	965	1	0
E	Left-Through-Right		0			0	
	- ≺ Left-Right	L	0			0	
	√ Left	24	0	24		: 0 :	E 1
₽	ν Leπ <del>√</del> Left-Through	31	0 1	31	51	0	51
	← Through	10	0	44	28	0	56
BO	← Through-Right		1	77	20	1	
ST	Right	34	0	0	28	Ö	0
WESTBOUND	Left-Through-Right		0	J		0	
	├─ Left-Right		0			0	
			orth-South:	1017		lorth-South:	1145
	CRITICAL VOLUMES		East-West:	114		East-West:	139
<u> </u>			SUM:	1131		SUM:	1284
	VOLUME/CAPACITY (V/C) RATIO:			0.794			0.901
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.694			0.801
	LEVEL OF SERVICE (LOS):			В			D
<u> </u>	DEMARKS:	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		İ AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0	<b>EB</b> 0	WB	0
	Override Capacity			2			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
¥	←↑ Left-Through		0			0	
٦	∱ Through	2714	2	1265	2218	2	915
면 모	<mark>├→</mark> Through-Right		1			1	
RT	<mark> Right</mark>	1082	0	1082	526	0	526
NORTHBOUND	< <b>→</b> Left-Through-Right		0			0	
	← Left-Right		0			0	
₽	Left	0	0	0	0	0	0
S	Left-Through		0			0	
80	↓ Through	2228	2	1114	3166	2	0
∥ E ∣	← Through-Right  → Diabat  → Di		0	0		0	0
SOUTHBOUND		0	0 0	0	0	0 0	0
SC	Left-Right		0			0	
	2 Lett right		J				
	<i></i> <b>∴</b> Left	0	0	0	0	0	0
P	→ Left-Through		0			0	
EASTBOUND	ightarrow Through	0	0	0	0	0	0
B	→ Through-Right		0			0	
LS)	Right	0	0	0	0	0	0
Ā	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left	0	0	0	0	0	0
₽	ν μεπ √ Left-Through	ľ	0	U		0	0
<b>5</b>	← Through	0	0	0	0	0	0
STBOUND	← Through-Right	Ĭ	0	J		Ö	U
ST	Right	303	2	167	301	2	166
WE	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		N	orth-South:	1265	٨	lorth-South:	915
	CRITICAL VOLUMES		East-West:	167		East-West:	166
			SUM:	1432		SUM:	1081
	VOLUME/CAPACITY (V/C) RATIO:			0.955			0.721
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.855			0.621
	LEVEL OF SERVICE (LOS):			D			В
	DEMARKS:	<u> </u>			<u> </u>		

REMARKS:





I/S #: 10 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	<b>NB</b> 3	SB	3
•	, , , , , , , , , , , , , , , , , , ,	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
	<u> </u>	17	1	17	40	1	40
	- ← Left-Through		0			0	
∥ ŭ	↑ Through	2974	4	744	1747	4	437
里	↑ Through-Right		0			0	
RT	├─ Right	633	1	428	353	1	28
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	├ Left	539	2	296	663	2	365
SOUTHBOUND	├─ Left-Through		0			0	
∥ୂଷ	↓ Through	1260	4	315	1850	4	463
≝	← Through-Right		0			0	
5	→ Right	191	1	0	686	1	588
ူတ္က	← Left-Through-Right		0			0	
	→ Left-Right	l	0			0	
	l ⊅ Left	1			1	. ,	
		193	1	193	98	1	98
IZ	→ Left-Through	404	0	4=4	050	0	444
EASTBOUND	→ Through	404	2	151	256	2	114
	Through-Right	40	1	40	00	1	00
AS	Right	49	0	49	86	0	86
Ш	Left-Through-Right		0 0			0	
	│	I	U				
	√ Left	372	2	205	590	2	325
9	✓ Left-Through	312	0	203	030	0	023
Į	← Through	178	2	89	489	2	245
BG	← Through-Right	1,70	0	00	400	0	2-10
ST	Right	815	2	152	942	2	153
WESTBOUND	Left-Through-Right	0.0	0	102	0.2	0	100
>			0			0	
	-	N	orth-South:	1040	٨	lorth-South:	802
	CRITICAL VOLUMES		East-West:	356		East-West:	439
			SUM:	1396		SUM:	1241
	VOLUME/CAPACITY (V/C) RATIO:			1.015			0.903
W	C LESS ATSAC/ATCS ADJUSTMENT:						
"				0.915 —			0.803
	LEVEL OF SERVICE (LOS):			Е			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0
		EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	Left ← Left-Through	U	0	Ü		0	· ·
<b>ו</b> בֻׁ וּ	↑ Through	3394	4	849	2263	4	566
BC	Through ↑ Through-Right	3394	0	049	2200	0	300
∥ <del>Ĕ</del>		790	1	604	390	1	137
NORTHBOUND	← Kigiit	7 90	0	004	390	0	101
Įž	Left-Right		0			0	
	Lett-Night		U		L	V	
	└ Left	145	2	80	65	2	36
N N	├─ Left-Through	1 10	0	30		0	
∥∂	↓ Through	1512	4	378	2541	4	635
单	← Through-Right		0			0	
SOUTHBOUND	بُ Right	0	0	0	0	0	0
្ត្រ	← Left-Through-Right		0			0	
0)	∠, Left-Right		0			0	
		0	0	0	0	0	0
Į	→ Left-Through		0			0	
្ត	→ Through	0	0	0	0	0	0
E	→ Through-Right	0	0	0		0	0
EASTBOUND	Right  Left-Through-Right	0	0 0	0	0	0 0	0
Ш	↓ Left-Through-Right     ↓ Left-Right		0			0	
			U				
	√ Left	338	2	186	460	2	253
9	√ Left-Through		0	100	400	0	200
WESTBOUND	← Through	0	0	0	0	0	0
<b>₩</b>	← Through-Right		0			0	
ြု	Right	44	1	0	77	1	41
I¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		^	orth-South:	929	^	lorth-South:	635
	CRITICAL VOLUMES		East-West:	186		East-West:	253
			SUM:	1115		SUM:	888
	VOLUME/CAPACITY (V/C) RATIO:			0.782			0.623
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.523
	LEVEL OF SERVICE (LOS):			В			A
	DEMARKS.	<u> </u>		D			A

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0			0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 1 EB 0	SB WB	0	NB 1 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	<i>LB</i> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	WOVEWENT	Volume	Lanes	Volume	Volume	Lanes	Volume
∟	<u> </u>	10	0	10	44	0	44
NORTHBOUND	← Left-Through		1			1	
<u></u> ≅	↑ Through	0	0	10	3	0	47
∥≝	Through-Right		0			0	
<b> </b>	Right	896	1	0	410	1	0
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
_	└ Left	4	0	4	1	0	1
SOUTHBOUND	Left-Through		0	7	'	0	•
∥∂	↓ Through	0	0	5	1	0	2
Ř	← Through-Right		0			0	
E	ب Right	1	0	0	0	0	0
ΜĞ	← Left-Through-Right		1			1	
U"	∠ Left-Right	<u> </u>	0			0	
	│	1 4	1			1	0
₽	→ Left-Through	1	0	1	2	0	2
EASTBOUND	→ Through	1543	1	779	637	1	340
<u>8</u>	→ Through-Right	1040	1	110	007	1	040
ST	→ Right	15	0	15	43	0	43
ă	→ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	367	1	367	1025	1	1025
ESTBOUND	<ul><li></li></ul>	57G	0	200	4500	0	760
ĝ	← Through ← Through-Right	576	1	289	1536	1	769
STE	Right	2	0	2	2	0	2
WE	Left-Through-Right	_	0	_	_	0	
	├ Left-Right		0			0	
		N	orth-South:	15	۸	lorth-South:	48
	CRITICAL VOLUMES		East-West:	1146	East-West:		1365
			SUM:	1161		SUM:	1413
	VOLUME/CAPACITY (V/C) RATIO:			0.815			0.992
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.715			0.892
	LEVEL OF SERVICE (LOS):			С			D
<u> </u>	, ,	<u> </u>					

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	374		206	1129		621
Q	I :	374	2	206	1129	2	621
5	← Left-Through		0	0		0	0
BO	↑ Through	0	0	0	0	0	0
IE	Through-Right	05	0	0	- F	0	EE
NORTHBOUND	→ Right  A Left Through Binkt	<b>2</b> 5	1	0	55	1	55
×	Left-Through-Right		0			0	
	← Left-Right	<u> </u>	0			0	
	│		0	0	0	0	0
SOUTHBOUND	Left-Through	0	0	U		0	U
Ĭ	↓ Through	0	0	0	0	0	0
BC	→ Through → Through-Right	U	0	Ū		0	•
∥ <del>Ĕ</del>	Right	0	0	0	0	Ö	0
	← Left-Through-Right	Ĭ	0	Ŭ		ő	o
SC	Left-Right		0			Ö	
						· · · · · ·	
		0	0	0	0	0	0
9	- <del>√</del> Left-Through		0			0	
EASTBOUND	→ Through	2024	2	1012	815	2	408
BC	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
EA	→ Left-Through-Right		0			0	
	{ Left-Right		0			0	
					_		
0	✓ Left	126	0	126	136	0	136
WESTBOUND			1			1 1	
ฐ	← Through	500	1	500	1403	1	974
TB	Through-Right		0		_	0	
ES	Right	0	0	0	0	0	0
≥	Left-Through-Right Left-Right		0 0			0	
	↓ Lett-Night	Α.	lorth-South:	206	A	lorth-South:	621
	CRITICAL VOLUMES	l "	East-West:	1138		East-West:	974
	STATIONE VOLUMES		SUM:	1344		SUM:	1595
	VOLUME/CAPACITY (V/C) RATIO:		OOM.			GOW.	
ļ ,	, ,			0.896			1.063
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.796			0.963
	LEVEL OF SERVICE (LOS):			С			E
	DEMARKS.						

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOM 60	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ū		0	O
ă	↑ Through	0	0	0	0	0	0
ВС	↑ Through-Right	ľ	0	Ū		0	· ·
H	→ Right	0	0	0	0	0	0
NORTHBOUND	← Kight Left-Through-Right	l	0	J		0	U
Ž	Left-Right		0			0	
					l		
	. Left	127	1	127	110	1	110
Z	├─ Left-Through		0			0	
O	↓ Through	0	1	0	4	1	4
HB	← Through-Right		1			1	
SOUTHBOUND	ب Right	36	0	36	61	0	61
ğ	<⇒ Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
					_		
٥	J Left  ↑ Left Through	0	0	0	0	0	0
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	4000	0	000	770	0	050
ŏ	→ Through → Through-Right	1826	3 0	609	776	3 0	259
E E	Right	1020	2	561	354	2	195
EASTBOUND	Left-Through-Right	1020	0	301	334	0	195
ш	↓ Left-Right		0			0	
	1 1 = 2.1.1.3						
	√ Left	115	1	115	329	1	329
WESTBOUND			0			0	
C	← Through	605	2	303	1566	2	783
Ī	← Through-Right		0			0	
S	<u>,</u> Right	0	0	0	0	0	0
WE	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	OBJETICAL MODIFICA	^	orth-South:	127	North-South:		110
	CRITICAL VOLUMES		East-West:	724		East-West:	783
	VALUE (A BACITY AVA. BATT		SUM:	851		SUM:	893
	VOLUME/CAPACITY (V/C) RATIO:			0.567			0.595
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.467			0.495
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMARKS:	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	W PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
•		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	187	1	103	291	1	160
9	↓ Left-Through	107	1	100	201	1	100
<b>ו</b> אַ ו	↑ Through	313	0	438	258	0	304
BC	↑ Through-Right	010	1	400	200	1	004
∥ Ĕ	→ Right	125	0	125	46	0	46
NORTHBOUND	← Left-Through-Right	120	0	120		0	70
Ž	← Left-Right		0			0	
						. ,	
	.→ Left	90	1	90	169	1	169
¥	├→ Left-Through		0			0	
∥ ∂ ∣	↓ Through	0	0	0	0	0	0
P P	← Through-Right		0			0	
∥Ę ∣	ب Right	177	1	0	565	1	454
SOUTHBOUND	← Left-Through-Right		0			0	
0)	, Left-Right		0			0	
	Ĵ Left					. , .	
	2010	518	1	518	222	1	222
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	4400	0	745	000	0	220
ğ	→ Through → Through-Right	1430	2 0	715	660	2 0	330
H H	→ Tillough-Right → Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	U	0	U		0	U
╙			0			0	
	, <u></u>					·	
	√ Left	0	0	0	0	0	0
			0			0	
გ	← Through	344	2	172	1025	2	513
STBOUND	← Through-Right		0			0	
S:		344	1	299	294	1	210
WE	Left-Through-Right		0			0	
	⊱ Left-Right	-	0	500		0	750
	CRITICAL VOLUMES	l ^	orth-South:	528	North-South:		758 725
	CRITICAL VOLUMES		East-West:	817 1245		East-West:	735
	VOLUME/CARACITY (V/O) BATIO		SUM:	1345		SUM:	1493
	VOLUME/CAPACITY (V/C) RATIO:			0.944			1.048
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.844			0.948
	LEVEL OF SERVICE (LOS):			D			E
	DEMADKS:						

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2019) Pre-Construction Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 2	WB	0	<b>EB</b> 2	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	Volume 0		0	O		Volume 0
9	:	U	0	U	0	0	U
5	← Left-Through	0	0	0		0	0
BO	↑ Through	0	0	0	0	0	0
IE	Through-Right	0	0	0		0	0
NORTHBOUND	Right	0	0	0	0	0	0
ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	17	1	17	23	1 1	23
SOUTHBOUND	Left-Through	17	0	17	23	0	20
<u> </u>	↓ Through	1178	1	594	1101	1 1	557
BC	✓ Through-Right	1170	1	<b>55</b> 4	1101	1	007
IĖ	→ Right	9	0	9	12	0	12
0	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
00	→ Through	488	1	422	473	1	414
ΙB	→ Through-Right		1	_		1	
EASTBOUND	Right	778	1	0	768	1	0
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	501	2	276	704	2	387
Q	γ Left	501	0	2/0	704	0	301
Į	← Through	925	2	463	1122	2	561
ВО	← Through-Right	320	0	400	1122	0	001
WESTBOUND	Right	0	0	0	0	Ō	0
Ę	Left-Through-Right		0	ŭ		0	
	├ Left-Right		0			0	
		N	orth-South:	594		lorth-South:	557
	CRITICAL VOLUMES		East-West:	698		East-West:	801
			SUM:	1292		SUM:	1358
	VOLUME/CAPACITY (V/C) RATIO:			0.907			0.953
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.807			0.853
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS).	<u> </u>		D			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2019) Pre-Construction Conditions

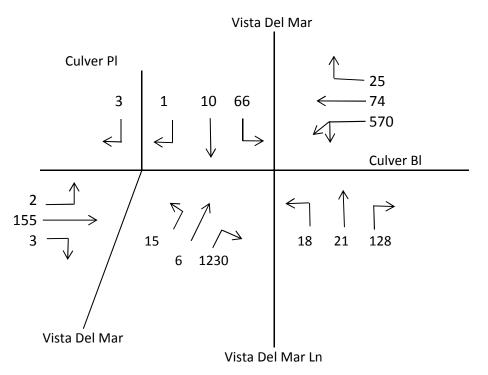
Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-#					!	
₽	Left	536	1	536	570	1	548
5	← Left-Through	4447	1	700	4074	1	E 4 0
BO	↑ Through	1417	1	709	1074	1	548
IE	Through-Right	F04	0	F04	420	0	420
NORTHBOUND	Right	594	1	594	432	1	432
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	│	0	0	0	0	0	0
SOUTHBOUND	Left-Through	l	0	U		0	U
∥ਨੋ	↓ Through	0	0	0	0	0	0
BC	→ Through-Right	Ĭ	0	ŭ		Ö	ŭ
IĖ	→ Right	0	0	0	0	0	0
0	Left-Through-Right		0			0	_
S	↓ Left-Right		0			0	
		34	1	34	25	1	25
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	507	2	254	462	2	231
Ϊ́Β	→ Through-Right	_	0	_	_	0	
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	Left-Right	l	0			0	
	√ Left	0	0	0	0	0	0
Q	√ Left-Through	l	0	U		0	U
Į	← Through	764	2	268	1288	2	448
BG	← Through-Right	, 04	1	200	1200	1	770
ST	Right	39	0	39	56	0	56
WESTBOUND	Left-Through-Right		0	- 55		0	
	Ç Left-Right		0			0	
		N	lorth-South:	709	٨	lorth-South:	548
	CRITICAL VOLUMES		East-West:	302		East-West:	473
			SUM:	1011		SUM:	1021
	VOLUME/CAPACITY (V/C) RATIO:			0.709			0.716
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.609			0.616
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS).			В			В

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2019) PRE-CONSTRUCTION CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



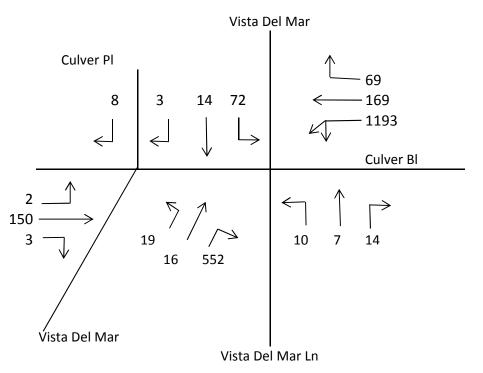
1. 
$$570 \times 0.55$$
 or  $(74 + 25)$ 

3. 
$$(2+155+3)$$

4. 
$$66 + (18 + 21 + 128)$$
 or  $18 + (66 + 10 + 1)$ 

# CMA METHODOLOGY CUMULATIVE (2019) PRE-CONSTRUCTION CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



3. 
$$(2+150+3)$$

4. 
$$72 + (10 + 7 + 14)$$
 or  $10 + (72 + 14 + 3)$ 

#### **APPENDIX H**

Level of Service Worksheets

Cumulative (2019) with Project Construction Activity Conditions





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

		AM	PEAK HOUF	र	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
ı	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	3	EB 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		N 6	0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	25	1	25	25	1	25
NORTHBOUND	← Left-Through		0			0	
S	↑ Through	1186	1	<b>60</b> 8	1067	1	592
<b>₽</b>	Through-Right		1			1	
R	<b>├</b> Right	29	0	29	116	0	116
S	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└ Left	233	1	233	276	1	276
SOUTHBOUND			0			0	
ŭ	↓ Through	1208	1	613	1402	1	713
∥≝∣	→ Through-Right  → Through-Righ  → Through-Righ  → Through-Righ  → Through-Righ  → Through-Right  → Through-Right  → Thr		1		l	1	
Ž		18	0 0	18	24	0 0	24
SC	← Left-Through-Right  ↓ Left-Right		0			0	
	200 Tolding						
	Left	13	0	13	15	0	15
N	-⊅ Left-Through		1			1	
l o	→ Through	18	0	30	49	0	53
EASTBOUND	→ Through-Right → Right	15	1 0	30	27	1 0	53
Y.	Left-Through-Right	15	0	30	27	0	55
∥ " ∣	→ Left-Right		0			0	
	*						
	✓ Left	23	1	23	25	1	25
		40	0	400		0 0	040
<u>6</u>	← Through ← Through-Right	42	0 1	199	39	1	218
STE	Right	356	1	0	397	1	0
WESTBOUND	Left-Through-Right	000	0	J		0	J
	├─ Left-Right		0			0	
		N	orth-South:	841	_ ^	lorth-South:	868
	CRITICAL VOLUMES		East-West:	212		East-West:	233
	VOLUME/CARACITY (V/C) PATIO:		SUM:	1053		SUM:	1101
	VOLUME/CAPACITY (V/C) RATIO:			0.739			0.773
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.639			0.673
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

II MOVEMENT I I I I I I I I I I	4 2 0 3 2 0 Lane /olume 17 406
Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB 0   SB 0   WB 3   EB 0   WB	0 3 2 0 Lane 'olume 17
ATSAC-1 or ATSAC+ATCS-2?	3 2 0 Lane ′olume 17
ATSAC-1 or ATSAC+ATCS-2?   2   0	Lane folume
Override Capacity           MOVEMENT         Volume         No. of Lane Volume         Volume         No. of Lane Volume         No. of Lanes         Volume         Volu	Lane /olume 17
MOVEMENT   Volume   No. of Lane Volume   Volu	Lane folume 17 406
MOVEMENT   Volume   Lanes   Volume   Volume   Lanes   V	17 <b>406</b>
Column	17 <b>406</b>
	406
Through   803   1   428   671   1	
MH       → Through-Right       1       1       1       1       1       0	
Example 1       Find distribution         Right       53       0       53       140       0         V Left-Through-Right       0       0       0       0         V Left-Right       0       0       0       0	140
Y Left-Through-Right 0   Y Left-Right 0	140
Z CFT-Right 0	
C	396
Image: Section of the control of the	
	538
일	
Composition   Composition	15
o	
0 Left-Right 0	
Q	19
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	00
O	66
γ	0
Left-Through-Right 0	U
Left-Right 0	
_   C Left   167   1   127   264   1	144
QD 0	
<del>                                  </del>	144
Moreon   O   O   O   O   O   O   O   O   O	
ហ្គុ 🛴 Right 441 1 0 456 1	60
Left-Through-Right 0	
North-South: 887 North-South:	802
CRITICAL VOLUMES East-West: 203 East-West:	210
SUM: 1090 SUM:	1012
VOLUME/CAPACITY (V/C) RATIO: 0.793	0.736
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.693	0.636
LEVEL OF SERVICE (LOS):	В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

		AI	M PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOMO	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	Left ← Left-Through	ľ	0	Ü		0	0
<b>ו</b> בֻׁ וּ	↑ Through	0	0	0	0	0	0
BC	Through ↑ Through-Right	ľ	0	U		0	U
∥ <del>Ĕ</del>		0	0	0	0	0	0
NORTHBOUND	← Kight Left-Through-Right	ľ	0	J		0	J
Įž	Left-Right		0			0	
	Ect-Night		J			U	
	└ Left	688	2	378	973	2	535
Ä	├─ Left-Through		0	•.0	0,0	0	
∥∂	↓ Through	20	0	0	0	0	0
单	← Through-Right		0			0	
SOUTHBOUND	بُ Right	78	1	36	114	1	93
ಠ್ಣ	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
		,					
	J Left	85	1	85	43	1	43
Į	→ Left-Through		0	50	450	0	70
្ត	→ Through	116	2	58	158	2	79
	→ Through-Right		0	0		0	0
EASTBOUND	Right  Left-Through-Right	0	0 0	0	0	0 0	0
Ш	↓ Left-Through-Right     ↓ Left-Right		0			0	
	Leit-Right		U				
	√ Left	0	0	0	0	0	0
9	√ Left-Through	l	0	J		0	J
WESTBOUND	← Through	95	1	95	124	1	124
<u> </u>	← Through-Right		0			0	
ပ္ပ	Right	773	1	395	534	1	0
I¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		_ ^	lorth-South:	378	^	lorth-South:	535
	CRITICAL VOLUMES		East-West:	480		East-West:	167
			SUM:	858		SUM:	702
	VOLUME/CAPACITY (V/C) RATIO:			0.572			0.468
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.472			0.368
	LEVEL OF SERVICE (LOS):			Α			A
	DEMARKS.	l .		A		i	А

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOUR					
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
ingin ramo. Fixee-i, increase of OEA-5:		EB 3	WB	3	EB 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	650		358	488	2	268
9	I .	650	2	350	400	: :	200
5	← Left-Through	1505	0	ECE	1201	0	534
BO	↑ Through	1585	2	565	1381	2	554
IE	Through-Right	444	1	444	004	1	224
NORTHBOUND	Right	111	0	111	221	0	221
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	259	2	142	219	2	120
SOUTHBOUND	Left-Through	209	0	142	219	0	120
∥ਨੋ	↓ Through	1584	2	<b>56</b> 8	1552	2	557
BC	✓ Through-Right	1004	1	000	1002	1	00,
IĖ	→ Right	120	0	120	120	0	120
0	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ر Left	87	2	48	111	2	61
N	→ Left-Through		0			0	
	→ Through	792	2	396	724	2	362
l B	<b>◯</b> Through-Right		0			0	
EASTBOUND	Right	576	1	218	535	1	267
E	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	1.40	2	77	260	. 2	440
□	ν Leπ	140	2 0	77	269	2 0	148
5	← Through	714	2	357	811	2	406
BO	← Through-Right	/ 14	0	501	011	0	700
WESTBOUND	Right	194	1	52	262	1	142
ξ	Left-Through-Right		0	02		0	1 12
^	├ Left-Right		0			0	
		٨	orth-South:	926	٨	lorth-South:	825
	CRITICAL VOLUMES		East-West:	473		East-West:	510
			SUM:	1399		SUM:	1335
	VOLUME/CAPACITY (V/C) RATIO:			1.017			0.971
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.917			0.871
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			Е			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK					IOUR	
No. of Phases				3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0	
ATSAC-1 or ATSAC+ATCS-2?		<b>EB</b> 0	VVB	3	<b>EB</b> 0	VVB	3 2	
	Override Capacity			2			0	
			No. of	Lane		No. of	Lane	
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	0	0	0	0	0	0	
Į	<		0			0		
∥ ŏ	↑ Through	1491	2	572	1592	2	631	
∥ ≝ ∃	↑ Through-Right		1			1		
R I	├─ Right	226	0	226	300	0	300	
NORTHBOUND	← Left-Through-Right		0			0		
	← Left-Right		0			0		
	↓ Left	985	2	542	897	2	493	
9	→ Leπ  Left-Through	900	2 0	542	091	0	493	
ΙŽ	↓ Through	1545	3	515	1782	3	594	
BC	→ Through-Right	1040	0	010	1702	0	004	
SOUTHBOUND	Right	0	Ö	0	0	0	0	
0	← Left-Through-Right		0			0	•	
S	↓ Left-Right		0			0		
	Left	0	0	0	0	0	0	
N	- <del>/</del> Left-Through		0			0		
<b>□</b> 0	→ Through	0	0	0	0	0	0	
TB	→ Through-Right		0			0	•	
EASTBOUND	Right	0	0	0	0	0	0	
E,	Left-Through-Right		0 0			0 0		
	_{ Left-Right		. 0			. 0 .		
	√ Left	219	2	120	232	2	128	
9	✓ Left-Through	210	0	120	202	0	120	
ן אַ	← Through	0	0	0	0	0	0	
WESTBOUND	♣ Through-Right		0			0		
S	Right	1225	2	132	932	2	20	
≪	Left-Through-Right		0			0		
	├─ Left-Right		0			0		
	OBJETICAL VOLUME	٨	lorth-South:	1114	۸ ا	lorth-South:	1124	
	CRITICAL VOLUMES		East-West:	132		East-West:	128	
	VOLUME (CARACITY 4//O) BATIS		SUM:	1246		SUM:	1252	
	VOLUME/CAPACITY (V/C) RATIO:			0.874			0.879	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.779	
	LEVEL OF SERVICE (LOS):			С			С	
DEMARKS								

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR PM PEAK HOUF					R
	No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOMO	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	203	1	203	123	1	123
9	√ Left-Through	200	0	200	120	0	120
ן אַ	↑ Through	1461	2	495	1472	2	495
BG	↑ Through-Right	1401	1	490	1472	1	490
∥ Ĕ	→ Right	24	0	24	13	0	13
NORTHBOUND	← Kight Left-Through-Right	24	0	24		0	10
Įž	Left-Hillough-Right		0			0	
	Ecit-Night	l e	U				
	<b>└</b> Left	40	1	40	58	1	58
SOUTHBOUND	├─ Left-Through		0	.0		0	
8	↓ Through	1531	2	599	1693	2	667
<u> </u>	← Through-Right		1			1	
ΙĒ	<i>→</i> Right	266	0	266	309	0	309
្ត្រ	← Left-Through-Right		0			0	
, o	∠ Left-Right		0			0	
					1		
	Left	215	1	108	335	1	169
Į	→ Left-Through		1	400		1	400
្ត	→ Through  → Through-Right	1	0	108	3	0	169
	→ Through-Right → Right	60	0 1	0	111	0	50
EASTBOUND	Left-Through-Right	60	0	U	111	0	50
ш	↓ Left-Right		0			0	
	T Lett-ragin		J				
	√ Left	3	0	3	15	0	15
∥ 9			0	J		0	
WESTBOUND	← Through	1	0	15	2	0	26
<b>ĕ</b>	♣ Through-Right		0			0	
ြု	<u>,</u> Right	11	0	0	9	0	0
∥署	Left-Through-Right		1			1	
	├─ Left-Right		0			0	
	ABI-1011 VALUE-1	^	orth-South:	802	^	lorth-South:	790
	CRITICAL VOLUMES		East-West:	123		East-West:	195
			SUM:	925		SUM:	985
	VOLUME/CAPACITY (V/C) RATIO:			0.673			0.716
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.616
	LEVEL OF SERVICE (LOS):			Α			В
	DEMARKS:	<u> </u>		<b>A</b>	<u> </u>		ט

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOUI					R
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 3	SB	0	NB 3	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	196	1	196	99	1	99
9	↓ Left-Through	, , ,	0	100		0	
ਡੋ	↑ Through	1660	3	553	1457	3	486
<u>B</u>	↑ Through-Right	1000	0		1 101	0	
I Ė	Right	516	1	315	360	1	104
NORTHBOUND	← Left-Through-Right		0			0	
Z	← Left-Right		0			0	
_	, Left	175	1	175	235	1	235
Į			0			0	
ಠ್ಷ	<b>↓ Through</b>	1309	2	450	1647	2	568
뽀	← Through-Right		1			1	
SOUTHBOUND	→ Right	40	0	40	58	0	58
စ္တ	← Left-Through-Right		0			0	
-	∠ Left-Right	<u> </u>	0			0	
	ح Left		0		1 0	0	0
₽	→ Left  Left-Through	0	0	0	0	0	0
S	→ Through	563	1	306	529	1	359
EASTBOUND	→ Through-Right	000	1	000	023	1	000
∥ E	Right	49	0	49	189	Ö	189
Ä	→ Left-Through-Right		0			0	
"	ر Left-Right		0			0	
	•						
	✓ Left	366	2	201	465	2	256
WESTBOUND	← Left-Through     ← Le		0			0	
∥ ಠ್ಷ	← Through ← Through-Pight	451	1	282	556	1	318
<u> </u>	, mough-raght	440	1	440	00	1	0.0
ЩŜ	Right	113	0	113	80	0	80
>			0 0			0	
↓ Leit-Right		Α.	lorth-South:	728	Α.	lorth-South:	721
	CRITICAL VOLUMES		East-West:	507	"	East-West:	615
			SUM:	1235		SUM:	1336
	VOLUME/CAPACITY (V/C) RATIO:			0.898			
W							0.972
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0. <b>79</b> 8			0.872
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOUR						
	No. of Phases	3			3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0	
		EB 1	WB	0	EB 1	WB	0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2	
	Override Capacity			. 0			. 0	
	MOVEMENT	l ., .	No. of	Lane Volume		No. of	Lane	
	<b>—</b>	Volume	Lanes		Volume	Lanes	Volume	
Ω	↑ Left	872	2	480	702	2	386	
S	← Left-Through	0405	0	744	4044	0	040	
BO	↑ Through	2195	2	744	1811	2	616	
IE	Through-Right	0.7	1	0.7	20	1	20	
NORTHBOUND	Right	37	0	37	38	0	38	
×	← Left-Through-Right		0			0		
	← Left-Right	L	0			0		
	└- Left	51	1	51	46	1	46	
SOUTHBOUND	Left-Through	]	0	31	40	0	40	
C	↓ Through	1623	2	566	2189	2	760	
₽ P		1020	1		2100	1		
Ė	بٰ Right	76	0	76	90	0	90	
ر ا	← Left-Through-Right		0			0		
S			0			0		
	Left	70	1	70	84	1	84	
Ĭ	→ Left-Through		0			0		
EASTBOUND	→ Through	16	1	16	25	1	25	
TB	→ Through-Right	004	0	0	000	0	0	
AS	Right  Left-Through-Right	624	1 0	0	968	1 0	0	
Ш	↓ Left-Right		0			0		
	) Lett-ragin		U			J J		
	√ Left	31	0	31	51	0	51	
Q			1	Ŭ,		1	0.	
STBOUND	← Through	10	0	44	28	0	56	
B	Through-Right		1			1		
S	Right	34	0	0	28	0	0	
WE	Left-Through-Right		0			0		
	├─ Left-Right		0			0		
	OBITION VOLUME	^	orth-South:	1046	^	lorth-South:	1146	
CRITICAL VOLUMES			East-West:	114		East-West:	140	
	VALUE (A.B.A.C.) - (A.V.C.) - (A.		SUM:	1160		SUM:	1286	
	VOLUME/CAPACITY (V/C) RATIO:			0.814			0.902	
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.714			0.802	
	LEVEL OF SERVICE (LOS):			С			D	
	PEMAPKS:				1			

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

	AM PEAK HOUR PM PEAK HOUR						
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0.5	0	A/D	0.5	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	0	0	0	0	0	0
<u>S</u>	← Left-Through		0			0	
NORTHBOUND	↑ Through	2722	2	1 <b>26</b> 8	2220	2	915
IE	Through-Right	1082	1	1082	500	1	526
<u>ا</u> ا	├─ Right ← Left-Through-Right	1082	0	1082	526	0	526
μž	← Left-Inrough-Right  ← Left-Right		0 0			0 0	
	I Terringin		U			U	
	. ⊢ Left	0	0	0	0	0	0
SOUTHBOUND	<b>├</b> Left-Through		0			0	
្ត	<b>↓ Through</b>	2231	2	1116	3188	2	0
里	← Through-Right		0			0	
5	→ Right	0	0	0	0	0	0
So	← Left-Through-Right		0 0			0 0	
	∠ Left-Right	I	U			U	
		0	0	0	0	0	0
9	-∱ Left-Through		0			0	· ·
∥ਨੋ	→ Through	0	0	0	0	0	0
l ĕ	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
7	Left-Through-Right		0			0	
	│	<u> </u>	0			0	
	√ Left	0	0	0	0	0	0
9	← Left-Through		0	J		0	U
ESTBOUND	← Through	0	0	0	0	0	0
∥ ĕ	← Through-Right		0			0	
ုင္သ	Right	303	2	167	301	2	166
Š	Left-Through-Right		0			0	
<u> </u>	├─ Left-Right	A.	O Couth:	1268	A.	0	915
	CRITICAL VOLUMES	North-South: East-West:		1268	North-South: East-West:		166
			SUM:	1435		SUM:	1081
	VOLUME/CAPACITY (V/C) RATIO:			0.957			0.721
N/	C LESS ATSAC/ATCS ADJUSTMENT:						
"				0.857			0.621
	LEVEL OF SERVICE (LOS):			D			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	17		17	40	!	40
9	i :	17	1	17	40	1	40
5	← Left-Through	0077	0	744	4740	0	407
8	↑ Through	2977	4	744	1748	4	437
l E	Through-Right	000	0	400	252	0	20
NORTHBOUND	Right	633	1	428	353	1	28
ĭ	Left-Through-Right		0			0	
	← Left-Right	<u> </u>	0			0	
	└ Left	539	2	296	664	. ,	365
9	Left-Through	539	2 0	296	004	2 0	365
Į	↓ Through	1260	4	315	1853	4	463
B	→ Through → Through-Right	1200	0	313	1000	0	403
SOUTHBOUND	→ Right	193	1	0	704	1	605
2	← Left-Through-Right	100	0	Ŭ	704	Ö	000
Š	Left-Right		0			0	
2 Lett right							
	ے Left	196	1	196	99	1	99
9			0			0	
EASTBOUND	→ Through	404	2	151	256	2	114
B	→ Through-Right		1			1	
ST	ີ} Right	49	0	49	86	0	86
A	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
0	✓ Left	372	2	205	590	2	325
Į			0			0	
ŭ	← Through	178	2	89	489	2	245
WESTBOUND	Through-Right	0.47	0	450	0.40	0	450
ES	Right	817	2	153	942	2	153
≥			0 0			0	
	↓ Lett-Night	Α.	lorth-South:	1040		lorth-South:	802
	CRITICAL VOLUMES	l "	East-West:	356		East-West:	439
	OR HOME VOLUMES		SUM:	1396		SUM:	1241
	VOLUME/CAPACITY (V/C) RATIO:		OOM.			GOW.	
				1.015			0.903
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.915			0.803
	LEVEL OF SERVICE (LOS):			Ε			D
	DEMARKO				•		

REMARKS:





I/S #: 11 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0	A/D	0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3 EB 0	SB WB	0	NB 3 EB 0	SB WB	0 3
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	IVIO V EIVIEN I	Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	0	0	0	0	0	0
	← Left-Through		0			0	
NORTHBOUND	↑ Through	3397	4	84 <b>9</b>	2264	4	566
∥≝	Through-Right		0			0	
<b>₩</b>	Right	790	1	604	390	1	137
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	145	2	80	65	2	36
SOUTHBOUND	Left-Through	140	0	00		0	00
∥∂	↓ Through	1512	4	378	2544	4	636
单	← Through-Right		0			0	
E	ب Right	0	0	0	0	0	0
ΙĞ	← Left-Through-Right		0			0	
U,	∠ Left-Right	<u> </u>	0			0	
			0			. 0	0
Δ	→ Left  Left-Through	0	0	0	0	0 0	0
S	→ Through	0	0	0	0	0	0
8	→ Through-Right	Ŭ	0	ŭ		0	ŭ
ST	→ Right	0	0	0	0	0	0
EASTBOUND	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
۵ ا	✓ Left	338	2	18 <b>6</b>	460	2	253
		0	0 0	0	_	0	0
<u> </u>	← Through ← Through-Right	0	0	0	0	0 0	0
ESTBOUND	Right	44	1	0	77	1	41
WES	Left-Through-Right	77	0	J	''	0	41
>	Ç Left-Right		0			0	
		N	lorth-South:	929	٨	lorth-South:	636
	CRITICAL VOLUMES		East-West:	186		East-West:	253
			SUM:	1115		SUM:	889
	VOLUME/CAPACITY (V/C) RATIO:			0.782			0.624
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.524
	LEVEL OF SERVICE (LOS):			В			Α
<u> </u>	, /-	<u> </u>			i		- 1

REMARKS:





I/S #: 12 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

No. of Phases   Opposed Ø'ing: N/S-1, E/W-2 or Both-3?   Right Turns: FREE-1, NRTOR-2 or OLA-3?   ATSAC-1 or ATSAC+ATCS-2?   Override Capacity	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0 0 2 0 ane lume 44 47
ATSAC-1 or ATSAC+ATCS-2?	0 2 0 ane lume 44 47
ATSAC-1 or ATSAC+ATCS-2?	2 0 ane lume 44 47
No. of   Lane   Volume   Vo	0 ane lume 44 47 0
MOVEMENT   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Lanes   Lanes   L	44 47 0
Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Lanes	44 <b>47</b> 0
Left-Through	<b>47</b> 0
Left-Right 0 0	0
Left-Right 0 0	0
Left-Right 0 0	
Left-Right 0 0	
Left-Right 0 0	4
L Loft 1 0 1 1 0	4
QNO       Left       4       0       4       1       0         Left-Through       0       0       5       1       0         Through-Right       0       0       0       0       0         Right       1       0       0       0       0         Left-Through-Right       1       0       0       0       0	4
V	
O	
∰       ✓       Through-Right       0	2
5	
O   ← Left-Through-Right 1 1	0
1 (0 )	
σ Left-Right 0	
	2
	2
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	340
O → Through-Right 1 1	0.0
O	43
≦	
-	
	105
C Left   367   1   367   1026   1   1026	1026
$egin{array}{c c c c c c c c c c c c c c c c c c c $	770
O Through-Right 1	110
↑ Left-Through	2
Left-Through-Right 0	
Control Contr	
North-South: 15 North-South:	48
	1366
	1414
VOLUME/CAPACITY (V/C) RATIO: 0.815	).992
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.715	).8 <b>92</b>
LEVEL OF SERVICE (LOS):	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
₽	↑ Left	374	2	206	1130	2	622
5	← Left-Through		0	0		0	0
<b>B</b>	↑ Through	0	0	0	0	0	0
IE	Through-Right	07	0	0	70	0	70
NORTHBOUND	├─ Right	27	1	0	72	1	72
∥ĕ	← Left-Through-Right		0			0	
	← Left-Right	l	0			0	
	└- Left	0	0	0	0	0	0
SOUTHBOUND	Left-Through	l	0	U		0	U
∥⊼ੋ	↓ Through	0	0	0	0	0	0
<b>₩</b>	✓ Through-Right	Ĭ	0	ŭ		0	· ·
lĖ	→ Right	0	0	0	0	0	0
∂	← Left-Through-Right		0			0	_
S	↓ Left-Right		0			0	
	Left	0	0	0	0	0	0
∥¥	→ Left-Through		0			0	
<b>□</b> 0	→ Through	2024	2	1012	815	2	408
ľΨ	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	-	l	0			0	
	√ Left	126	0	126	136	0	136
	√ Left-Through	120	1	120	130	1	130
WESTBOUND	← Through	500	1	500	1405	1	975
BG	← Through-Right		0	000	1400	Ö	0,0
ST	Right	0	0	0	0	0	0
∥ ÿ	Left-Through-Right		0	ŭ		0	
	├─ Left-Right		0			0	
		N	orth-South:	206		lorth-South:	622
	CRITICAL VOLUMES		East-West:	1138		East-West:	975
			SUM:	1344		SUM:	1597
	VOLUME/CAPACITY (V/C) RATIO:			0.896			1.065
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.796			0.965
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			С			Е

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	Volume 0		0	O		0
9	:	U	0	U	0	0	U
5	← Left-Through	0	0	0		0	•
BO	↑ Through	0	0	U	0	0	0
IE	Through-Right	_	0	0		0	0
NORTHBOUND	Right	0	0	0	0	0	0
ĭ	← Left-Through-Right		0			0	
	← Left-Right	l	0			0	
	└- Left	127	1	127	111	1 1	111
SOUTHBOUND	Left-Through	121	0	121	'''	0	111
<u> </u>	↓ Through	0	1	0	4	1 1	4
BC	✓ Through-Right	Ŭ	1	ŭ	_	1	_
IĖ	→ Right	36	0	36	61	0	61
0	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
00	→ Through	1828	3	609	788	3	263
EASTBOUND	→ Through-Right		0			0	
JS.	Right	1021	2	562	360	2	198
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left	115	1	115	329	1 1	329
9	√ Left-Through	110	0	119	329	0	328
Ĭ	← Through	614	2	307	1568	2	784
BC	← Through-Right		0	00,	1000	0	10-7
WESTBOUND	Right	0	0	0	0	0	0
NE.	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		N	orth-South:	127	٨	lorth-South:	111
	CRITICAL VOLUMES		East-West:	724	East-West:		784
			SUM:	851		SUM:	895
	VOLUME/CAPACITY (V/C) RATIO:			0.567			0.597
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.467			0.497
	LEVEL OF SERVICE (LOS):			:			
	DEMARKS:			Α			Α

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	, , , , , , , , , , , , , , , , , , ,	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
	<u> </u>	193	1	106	292	1	161
Z	→ Left-Through		1			1	
∥ ŭ	↑ Through	313	0	438	258	0	304
里	<b>↑ Through-Right</b>		1			1	
= RT	├─ Right	125	0	125	46	0	46
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
۵	└→ Left	90	1	90	169	1	169
	├─ Left-Through		0			0	
∥ୁଷ	↓ Through	0	0	0	0	0	0
≝	← Through-Right		0			0	
SOUTHBOUND	ب Right	177	1	0	565	1	450
ူတ္က	← Left-Through-Right		0			0	
	→ Left-Right	l	0			0	
	l ⊅ Left						
		519	1	519	231	1	231
	→ Left-Through	4400	0	745	000	0	222
∥ g	→ Through  → Through-Right	1430	2	715	663	2	332
E .	→ Through-Right → Right	0	0 0	0		0 0	0
EASTBOUND	Left-Through-Right	0	0	0	0	0	0
ш	↓ Left-Through-Right     ↓ Left-Right		0			0	
	I — reit-viðlit	1	U			. 0	
	√ Left	0	0	0	0	0	0
9	✓ Left-Through	l	0	U		0	U
ן בֻׁ ו	← Through	347	2	174	1026	2	513
BC	† Through-Right		0		.023	0	
WESTBOUND	Right	345	1	300	294	1	210
Ę	Left-Through-Right	3.3	0			0	2.0
^	├─ Left-Right		0			0	
		N	lorth-South:	528	٨	lorth-South:	754
	CRITICAL VOLUMES		East-West:	819		East-West:	744
			SUM:	1347		SUM:	1498
	VOLUME/CAPACITY (V/C) RATIO:		<u> </u>	0.945			1.051
W	C LESS ATSAC/ATCS ADJUSTMENT:			0.845			
"							0.951
	LEVEL OF SERVICE (LOS):			D			Е

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2019) with Construction Activity

Count Date: Analyst: RA Date: 6/17/205

		İ AN	I PEAK HOU	IR	PI	M PEAK HOU	HOUR		
	No. of Phases	,,,,,,,		3			3		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0		
•		EB 2	WB	0	EB 2	WB	0		
	ATSAC-1 or ATSAC+ATCS-2?			2			2		
	Override Capacity		No. of	0 Lane		No. of	l ana		
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Lane Volume		
	↑ Left	0	0	0	0	0	0		
9	√ Left-Through	Ŭ	0	ŭ		0	·		
Ŋ	↑ Through	0	0	0	0	0	0		
BC	↑ Through-Right	Ŭ	0	Ü		0	o		
l E	→ Right	0	0	0	0	0	0		
NORTHBOUND	← Kight Left-Through-Right	l	0	J		0	U		
Ž	← Left-Infough-Right  ← Left-Right		0			0			
	T Lett-Right	l .				-			
	└ Left	17	1	17	23	1	23		
SOUTHBOUND	├→ Left-Through		0			0			
	↓ Through	1178	1	594	1101	1	557		
Ψ̈́	← Through-Right		1			1			
Ė	بَ Right َ	9	0	9	12	0	12		
ğ	← Left-Through-Right		0			0			
S			0			0			
		0	0	0	0	0	0		
Ž	→ Left-Through		0			0			
o o	→ Through	488	1	447	473	1	414		
TB	→ Through-Right	0.50	1	_	770	1	0		
EASTBOUND	Right	853	1	0	770	1	0		
Ш	Left-Through-Right		0 0			0			
	- ≺ Left-Right	I	U			. 0			
	√ Left	501	2	276	704	2	387		
9			0	J		0	•		
	← Through	1004	2	502	1124	2	562		
STBOUND	← Through-Right		0			0			
ST	, ← Right	0	0	0	0	0	0		
WE			0			0			
	├─ Left-Right		0			0			
			orth-South:	594		lorth-South:	557		
	CRITICAL VOLUMES		East-West:	723		East-West:	801		
			SUM:	1317		SUM:	1358		
	VOLUME/CAPACITY (V/C) RATIO:			0.924			0.953		
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.824			0.853		
	LEVEL OF SERVICE (LOS):			D			D		
	DEMARKS:	<u> </u>			<u> </u>				

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Cumulative (2019) with Construction Activity

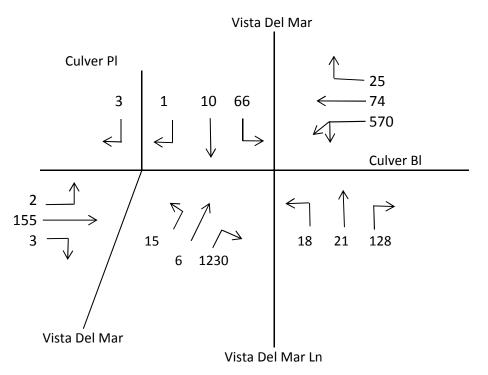
Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
•	, , , , , , , , , , , , , , , , , , ,	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
	<u> </u>	613	1	613	572	1	551
Z	→ Left-Through		1			1	
ğ	↑ Through	1418	1	709	1081	1	551
里	∱ Through-Right		0			0	
RT	├─ Right	594	1	594	433	1	433
NORTHBOUND	← Left-Through-Right		0			0	
			0			0	
	├- Left	0	0	0	0	0	0
Z	├─ Left-Through		0			0	
ğ	↓ Through	0	0	0	0	0	0
里	← Through-Right		0			0	
SOUTHBOUND	୍⊸ା Right	0	0	0	0	0	0
Į į	← Left-Through-Right		0			0	
0,	∠ Left-Right		0			0	
	Left	34	1	34	25	1	25
Ž	→ Left-Through		0			0	
O	→ Through	507	2	254	462	2	231
TB	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	│	l	0			0	
	C 1-#					: 0	
Δ	✓ Left	0	0 0	0	0	0	0
	<ul><li></li></ul>	766	2	268	1000	2	448
WESTBOUND	← Through ← Through-Right	700	1	<b>20</b> 8	1288	1	448
TE	Right	39	0	39	56	0	56
<b>■</b> ¥	Left-Through-Right	39	0	აყ	36	0	56
\$	Left-Right		0			0	
	, <u></u>	Λ.	lorth-South:	709	Α.	lorth-South:	551
	CRITICAL VOLUMES	l "	East-West:	302	1	East-West:	473
			SUM:	1011		SUM:	1024
	VOLUME/CAPACITY (V/C) RATIO:		00111.			00	
	, ,			0.709			0.719
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.609			0.619
	LEVEL OF SERVICE (LOS):			В			В
	DEMARKO	•			1		

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALT1 - PROPOSED PROJECT) AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



- 1.  $570 \times 0.55$  or (74 + 25)
- 2. (15 + 6 + 1230) x 0.55

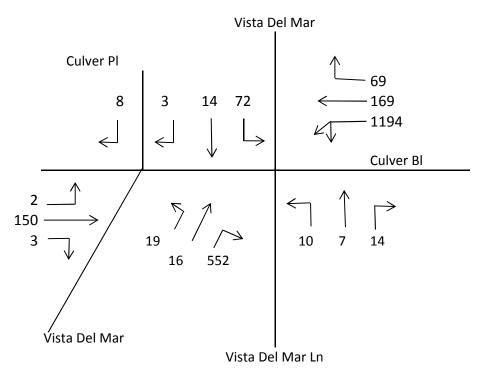
3. 
$$(2+155+3)$$

4. 
$$66 + (18 + 21 + 128)$$
 or  $18 + (66 + 10 + 1)$ 

Critical Volumes = 314 + 688 + 80 + 233 = 1315

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALT1 - PROPOSED PROJECT) PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



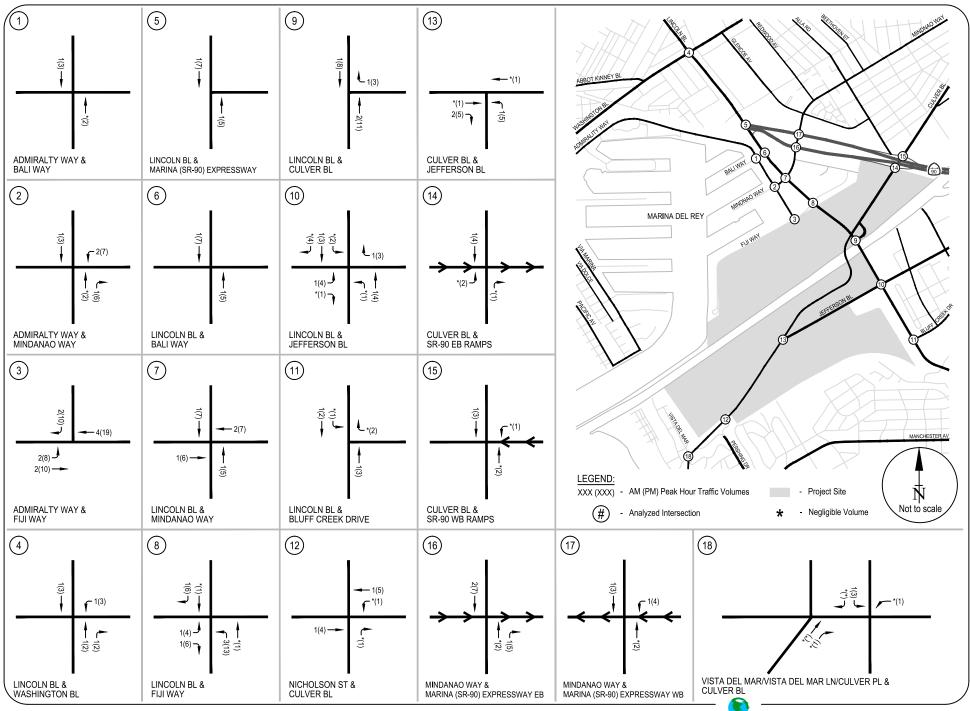
3. 
$$(2+150+3)$$

4. 
$$72 + (10 + 7 + 14)$$
 or  $10 + (72 + 14 + 3)$ 

#### **APPENDIX I**

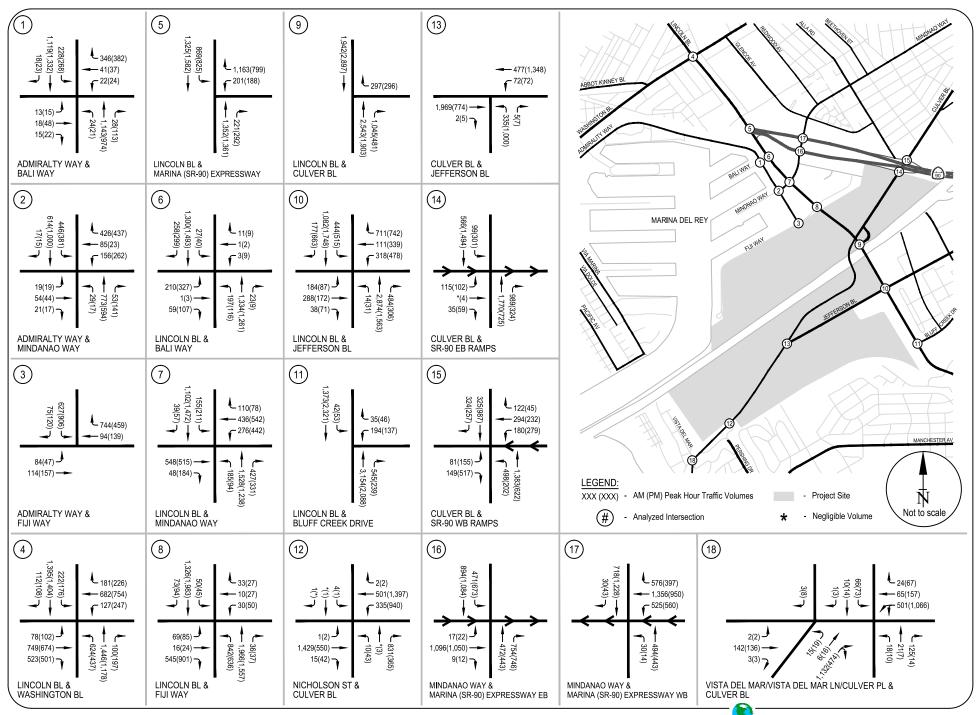
**Level of Service Worksheets** 

Existing (2015) plus Project – Alternative 2 Conditions Cumulative (2023) plus Project – Alternative 2 Conditions

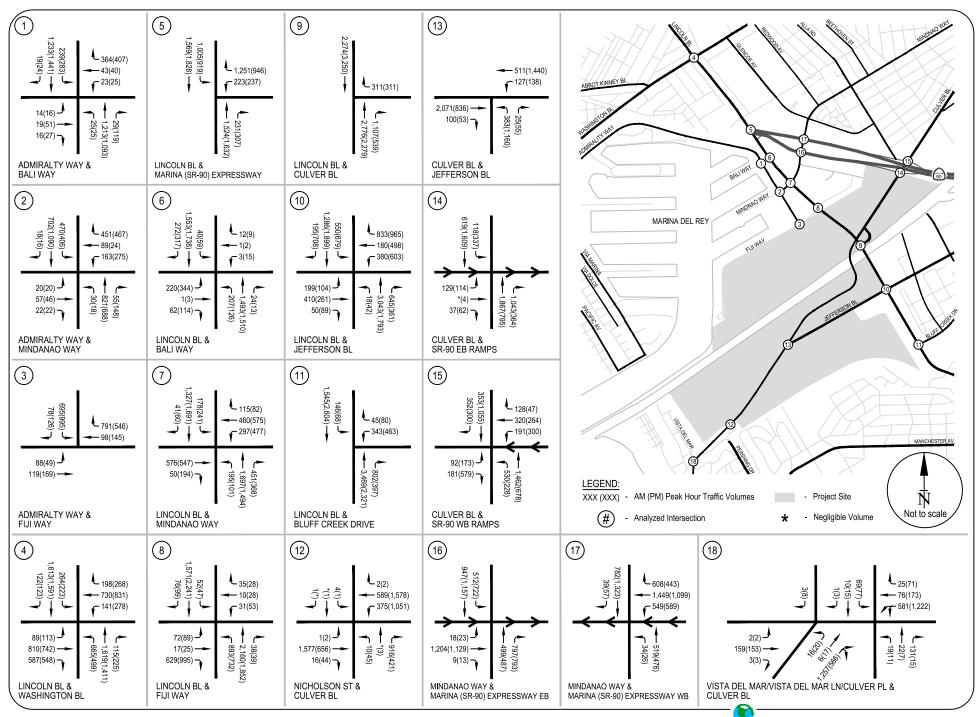


APPENDIX I1
ALTERNATIVE 2 PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.



APPENDIX 12 EXISTING (2015) PLUS PROJECT - ALTERNATIVE 2 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU ASSOCIATES, INC.



**APPENDIX I3** cumulative (2023) plus project - alternative 2 conditions - peak hour traffic volumes  $\overline{RAJU}$  Associates, Inc.







I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

i-							manufacture and the second sec	
		AM	PEAK HOUF		PN	I PEAK HOU		
	No. of Phases			3			3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	<b>NB</b> 0	SB	0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	3	EB 0	WB	3	
	ATSAC-1 or ATSAC+ATCS-2?		2	2		.,,	2	
	Override Capacity			0			0	
	MOVEMENT		No. of	Lane		No. of	Lane	
		Volume	Lanes	Volume	Volume	Lanes	Volume	
□	↑ Left	24	1	24	21	1	21	
N S	← Left-Through	1143	0	586	974	0 1	544	
ВО	↑ Through ↑ Through-Right	1143	1 1	200	974	1	544	
王	→ Right	28	0	28	113	0	113	
NORTHBOUND	← Left-Through-Right	20	0	20		0	110	
Ž	Left-Right		0			0		
۵	└- Left	228	1	228	268	1	<b>26</b> 8	
	<b>├→ Left-Through</b>		0			0		
30	Through	1119	1	569	1332	1	678	
SOUTHBOUND	← Through-Right	18	1 0	18	23	1 0	23	
ַ הַ	✓ Kigiii    Left-Through-Right	10	0	10	23	0	23	
SC	Left-Right		0			0		
	24 <b>-</b> 311 (1911							
_	ے Left	13	0	13	15	0	15	
ND	→ Left-Through		1			1		
EASTBOUND	→ Through	18	0	30	48	0	50	
Ιğ	→ Through-Right	4.5	1	00		1	50	
AS	Right  Left-Through-Right	15	0	30	22	0	50	
Ш	↓ Left-Fillough-Right		0 0			0 0		
			J			J		
		22	1	22	24	1	24	
			0			0		
გ	← Through	41	0	194	37	0	210	
WESTBOUND	Through-Right	0.40	1		000	1	_	
ES	Right  Left-Through-Right	346	1 0	0	382	1	0	
	Left-Right		0			0 0		
	γ	N	orth-South:	814		orth-South:	812	
	CRITICAL VOLUMES	East-West:		207	East-West:		225	
			SUM:	1021		SUM:	1037	
	VOLUME/CAPACITY (V/C) RATIO:			0.716			0.728	
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.628	
	LEVEL OF SERVICE (LOS):			B			B	
<u> </u>	LEVEL OF SERVICE (LOS).			D			D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	29	1	29	17	1	17
9	↓ Left-Through	20	0	20	.,	0	17
Į⊼	↑ Through	773	1	413	594	1 1	368
BC	Through-Right	110	1	410	004	1	000
E	Right	53	0	53	141	0	141
NORTHBOUND	← Left-Through-Right		0	00	1-71	0	171
ĮŽ	Left-Right		0			0	
	Lettright	1					
	. Left	446	1	446	381	1	381
¥	├─ Left-Through		0			0	
0	↓ Through	614	1	316	1000	1	508
H H	← Through-Right		1			1	
SOUTHBOUND	ب Right	17	0	17	15	0	15
∥ <u>ŏ</u>	← Left-Through-Right		0			0	
0	∠ Left-Right		0			0	
	1 1 2		, , ,			. , ,	
	J Left  ↑ Left Through	19	1	19	19	1	19
	→ Left-Through	F.4	0	75	4.4	0	64
Į Ž	→ Through  → Through-Right	54	0 1	75	44	0 1	61
E	Right	21	0	0	17	0	0
EASTBOUND	Left-Through-Right	21	0	U	17	0	U
╽╙	→ Left-Right		0			0	
	1 ) ==				1		
	√ Left	156	1	121	262	1	143
			1			1	
WESTBOUND	← Through	85	0	121	23	0	143
∥ ĭğ	← Through-Right		0			0	
S	Right	426	1	0	437	1	56
ĕ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	l ^	lorth-South:	859	^	lorth-South:	749
	CRITICAL VOLUMES		East-West:	196		East-West:	204
	VOLUME (OADACITY 4//C) DATIO		SUM:	1055		SUM:	953
	VOLUME/CAPACITY (V/C) RATIO:			0.767			0.693
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.593
	LEVEL OF SERVICE (LOS):			В			Α
<u> </u>	DEMARKO	<u> </u>			<u> </u>	i	- 1

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	ľ	0	Ū		0	O
ă	↑ Through	0	0	0	0	0	0
ВС	↑ Through-Right	ľ	0	Ū		0	· ·
I		0	0	0	0	0	0
NORTHBOUND	├─ Right ←⇔ Left-Through-Right	l "	0	U		0	U
ž	← Left-Inrough-Right ← Left-Right		0			0	
	γ · Leit-Right		U			U	
	└- Left	627	2	345	906	2	498
N	↓ Left-Through	021	0	0.10		0	400
2	↓ Through	0	0	0	0	0	0
<u>B</u>	← Through-Right		0	-		0	_
SOUTHBOUND	√ Right	75	1	33	120	1	97
o G	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
	ر Left	84	1	84	47	1	47
Z	→ Left-Through		0			0	
0	→ Through	114	2	57	157	2	79
ΙĎ	<b>◯</b> Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left		0			0	0
₽	γ Leπ <del>√</del> Left-Through	0	0	0	0	0	0
Š	← Through	94	1	94	139	1	139
BO	← Through-Right	34	0	<del>54</del>	109	0	109
ST	Right	744	1	399	459	1	0
WESTBOUND	Left-Through-Right	'''	0	000		0	
>	⊱ Left-Right		0			0	
		٨	orth-South:	345	٨	lorth-South:	498
	CRITICAL VOLUMES		East-West:	483		East-West:	186
			SUM:	828		SUM:	684
	VOLUME/CAPACITY (V/C) RATIO:			0.552			0.456
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.452			0.356
	LEVEL OF SERVICE (LOS):			:			
	DEMARKS.			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 3	WB	3	EB 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	624		343	437		240
Q	I :	024	2	343	437	2	240
5	← Left-Through	1116	0	E1E	1170	0	458
NORTHBOUND	↑ Through	1446	2	515	1178	2	406
∓	Through-Right	100	1	100	107	1	197
X	Right	100	0	100	197	0	197
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	│	222	2	122	176	2	97
SOUTHBOUND	Left-Through	222	0	122	170	0	91
∥ਨੋ	↓ Through	1395	2	502	1404	2	504
BK	✓ Through-Right	1000	1	302	1 10 1	1	55.
lĖ	→ Right	112	0	112	108	0	108
∥ ∂	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ے Left	78	2	43	102	2	56
N	→ Left-Through		0			0	
EASTBOUND	→ Through	749	2	375	674	2	337
ΙΒ̈́	→ Through-Right		0			0	
ls.	Right	523	1	180	501	1 1	261
Ē	Left-Through-Right		0			0	
	{ Left-Right	l .	0			0	
	√ Left	107	. 0	70	247	. 2	136
□	γ Leπ	127	2 0	70	247	2 0	136
5	← Through	682	2	341	754	2	377
BO	← Through-Right	002	0	071	7.54	0	011
WESTBOUND	Right	181	1	59	226	1	129
ξ	Left-Through-Right		0	50		0	.20
^	├ Left-Right		0			0	
		٨	lorth-South:	845	٨	lorth-South:	744
	CRITICAL VOLUMES		East-West:	445		East-West:	473
			SUM:	1290		SUM:	1217
	VOLUME/CAPACITY (V/C) RATIO:			0.938			0.885
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.838			0.785
-							
	LEVEL OF SERVICE (LOS):			D			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR	į.	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	<b>EB</b> 0	VVB	3	<b>EB</b> 0	VVB	3 2
	Override Capacity			2			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
Į	<		0			0	
∥ ŏ	↑ Through	1352	2	524	1361	2	551
H H	↑ Through-Right		1			1	
R	├─ Right	221	0	221	292	0	292
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	↓ Left	000	2	470	0.05	_	45.4
9	<ul><li>↓ Leπ</li><li>↓ Left-Through</li></ul>	869	2 0	478	825	2 0	454
<b>ו</b> בֻ	↓ Through	1325	3	442	1582	3	527
BC	→ Through-Right	1020	0	772	1002	0	021
SOUTHBOUND	Right	0	0	0	0	0	0
00	← Left-Through-Right	ŭ	0	ŭ	Ŭ	0	ŭ
Š	↓ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
<b>□</b> 0	→ Through	0	0	0	0	0	0
ΙB	→ Through-Right	_	0		_	0	
EASTBOUND	Right	0	0	0	0	0	0
E/	Left-Through-Right		0			0	
	-		0			0	
	√ Left	201	2	111	188	2	103
9	✓ Left-Through	201	0	111		0	100
ן אַ	← Through	0	0	0	0	0	0
WESTBOUND	← Through-Right	_	0			0	
ST	Right	1163	2	162	799	2	0
×	Left-Through-Right		0			0	
ــــــــــــــــــــــــــــــــــــــ	├─ Left-Right		0			0	
		٨	lorth-South:	1002	_ ^	lorth-South:	1005
	CRITICAL VOLUMES		East-West:	162		East-West:	103
<u> </u>	VOLUME IOA DA CITI AVEL DA TIO		SUM:	1164		SUM:	1108
	VOLUME/CAPACITY (V/C) RATIO:			0.817			0.778
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.717			0.678
	LEVEL OF SERVICE (LOS):			С			В
	DEMARKS			<u> </u>			_

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	,	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
₽	↑ Left	197	1	197	116	1	116
5	← Left-Through	4224	0	450	4004	0	400
BO	↑ Through	1334	2	452	1261	2	423
ᄪ	Through-Right	22	1	22		1	0
NORTHBOUND	├─ Right	23	0	23	9	0	9
Ž	← Left-Through-Right		0 0			0	
	← Left-Right	l .	U				
	└- Left	27	1	27	40	1 1	40
SOUTHBOUND	Left-Through	21	0	21	40	0	40
	↓ Through	1300	2	519	1493	2	597
₽ P		1000	1	0.0	1 100	1	
Ė	Ų Right	258	0	258	299	0	299
ω σ	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
	ر Left	210	1	106	327	1	165
Z			1			1	
EASTBOUND	→ Through	1	0	106	3	0	165
TB	→ Through-Right		0		407	0	40
AS	Right	59	1	0	107	1	49
Ē	Left-Through-Right		0 0			0	
	- ≺ Left-Right	I	U				
	√ Left	3	0	3	9	0 1	9
9	✓ Left-Through		0	3		0	9
WESTBOUND	← Through	1	0	15	2	0	20
BC	Through-Right	·	0	.5	_	0	
ST	, <sup>←</sup> Right	11	0	0	9	0	0
¥	Left-Through-Right		1			1	
	├─ Left-Right		0			0	
		N	orth-South:	716		lorth-South:	713
	CRITICAL VOLUMES		East-West:	121		East-West:	185
			SUM:	837		SUM:	898
	VOLUME/CAPACITY (V/C) RATIO:			0.609			0.653
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.553
	LEVEL OF SERVICE (LOS):			:			
	DEMARKS.			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?  Dight Turner FREE 4 NRTOR 2 or OLA 22  NB 3  SB 0  NB 3		4
NR 2 SR 0 NR 2		
NR 3		0
II RIGHT HITHS' FREE-1 NR IOR-2 OF OL A-37 I	SB	0
EB 0 WB 0 EB 0	WB	0
ATSAC-1 or ATSAC+ATCS-2?		2
Override Capacity No. of Lane	No of	0
MOVEMENT   No. of Lane   Volum	No. of Lanes	Lane Volume
	-	94
C   C   Left   185   1   185   94	1 0	94
Z	3	413
□ Through 1326 3 309 1236 1236 1236 1236 1236 1236 1236 1236	0	413
Right 427 1 275 331		88
Column	1 0	00
Left-Right 0	0	
Lett-Ngitt	·	
C	1	211
Composition   Composition	0	
	2	510
P	1	
<b>長</b>   <b>以 Right</b>   39 0 39 57	0	57
o	0	
0)	0	
Left 0:0:0		
	0	0
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	0	350
□	1	350
γ Hilough-Right 48 0 48 184	0	184
O	0	104
Left-Right 0	0	
C Left 276 2 152 442	2	243
QN DO DO DO DO DO DO DO DO DO DO DO DO DO	0	
← Through   436   1   273   542	1	310
m ← Through-Right 1	1	
νο Right 110 0 110 78	0	78
Left-Through-Right 0  Left-Right 0	0	
	iorth-South:	624
North-South: 664 N CRITICAL VOLUMES East-West: 450	East-West:	593
SUM: 1114	SUM:	1217
V21 111 12 12 12 12 12 12 12 12 12 12 12		
0.010		0.885
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.710		0.785
LEVEL OF SERVICE (LOS):		С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way
Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 1	WB	0	EB 1	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	842		463	636	2	350
9	I :	042	2	463	030	: :	350
5	← Left-Through	1066	0	667	1557	0	531
BO	↑ Through	1966	2	667	1557	2	551
IE	Through-Right	20	1	20	27	1	27
NORTHBOUND	Right	36	0	36	37	0	37
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	│	50	1	50	45	1 1	45
SOUTHBOUND	Left-Through	50	0	50	45	0	40
∥ਨੋ	↓ Through	1326	2	466	1983	2	692
BC	→ Through-Right	1020	1	400	1000	1	552
IĖ	→ Right	73	0	73	94	0	94
0	Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	Left	69	1	69	85	1	85
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	16	1	16	24	1	24
Ϊ́Β	→ Through-Right		0	_		0	
EASTBOUND	Right	545	1	0	901	1	0
Ē	Left-Through-Right		0			0	
	Left-Right	l	0			0	
	√ Left	30	0	30	50	0	50
<u>Q</u>	√ Left-Through	30	1	30	50	1	50
WESTBOUND	← Through	10	0	43	27	0	54
BO	† Through-Right	10	1		21	1	<b>0</b> -7
ST	Right	33	0	0	27	0	0
Ę	Left-Through-Right		0	ŭ		0	
	Ç Left-Right		0			0	
	•	N	lorth-South:	929	٨	lorth-South:	1042
	CRITICAL VOLUMES		East-West:	112		East-West:	139
			SUM:	1041		SUM:	1181
	VOLUME/CAPACITY (V/C) RATIO:			0.731			0.829
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.729
	LEVEL OF SERVICE (LOS):						
	DEMARKS.			В			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	I PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND O	0.0	0	AUD 0	0.0	0
'	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	LD 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	0	0	0	0	0	0
<u>S</u>	← Left-Through		0			0	
NORTHBOUND	↑ Through	2543	2	1196	1903	2	795
IE	Through-Right	1045	1	1045	404	1	481
<u>ا</u> ا	├─ Right	1045	0	1045	481	0	481
μž	← Left-Inrough-Right  ← Left-Right		0 0			0 0	
	I Lett-Night		U			U	
	. Left	0	0	0	0	0	0
∥¥	<b>├</b> Left-Through		0			0	
ಠ್ಣ	<b>↓ Through</b>	1942	2	971	2897	2	0
里	→ Through-Right		0			0	
SOUTHBOUND	→ Right	0	0	0	0	0	0
So	Left-Through-Right		0 0			0 0	
	Left-Right	I	U			U	
	Left	0	0	0	0	0	0
9	-∱ Left-Through		0			0	_
EASTBOUND	→ Through	0	0	0	0	0	0
l ĕ	<b>◯</b> Through-Right		0			0	
St	Right	0	0	0	0	0	0
)	Left-Through-Right		0			0	
	│	l .	0			0	
	√ Left	0	0	0	0	0	0
9	✓ Left-Through		0	Ü		0	U
ESTBOUND	← Through	0	0	0	0	0	0
∥ ĕ	Through-Right		0			0	
S:	Right	297	2	163	296	2	163
¥	Left-Through-Right		0			0	
	├─ Left-Right		0	4406		0	705
	CRITICAL VOLUMES		orth-South:	1196 163	^	lorth-South: East-West:	795 163
	STATIONE VOLUMES		SUM:	1359		SUM:	958
	VOLUME/CAPACITY (V/C) RATIO:			0.906			0.639
W	C LESS ATSAC/ATCS ADJUSTMENT:						
<b>'</b> '				0.806			0.539
	LEVEL OF SERVICE (LOS):			D			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
	_	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	14	1	14	31	1	31
9	√ Left-Through	14	0	'-	01	0	01
ן אַ בֿע	↑ Through	2874	4	719	1563	4	391
BC	↑ Through-Right	2074	0	713	1303	0	331
l ∓	→ Right	484	1	309	306	1	43
NORTHBOUND	← Kigiti ← Left-Through-Right	404	0	508	300	0	40
ž	← Left-Tirrough-Right ← Left-Right		0			0	
	Lett-Kight	l	U			U	
	└ Left	444	2	244	515	2	283
SOUTHBOUND	↓ Left-Through		0			0	
<b>□</b> 0	↓ Through	1082	4	271	1748	4	437
Ř	← Through-Right		0			0	
Ė	بُ Right	177	1	0	663	1	576
Į į	← Left-Through-Right		0			0	
S			0			0	
	ے Left	184	1	184	87	1	87
Ĭ	→ Left-Through		0			0	
OL	→ Through	288	2	109	172	2	81
TB	→ Through-Right	00	1	00	7.4	1	7.4
EASTBOUND	Right	38	0	38	71	0	71
Ш	→ Left-Through-Right → Left-Right		0 0			0	
		I	U			. 0	
	√ Left	318	2	175	478	2	263
9		0.0	0	1, 5	""	0	200
IZ	← Through	111	2	56	339	2	170
<u> </u>	← Through-Right		0			0	
ST	Right	711	2	147	742	2	125
WESTBOUND	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		۸ ا	lorth-South:	963	٨	lorth-South:	674
	CRITICAL VOLUMES		East-West:	331		East-West:	344
			SUM:	1294		SUM:	1018
	VOLUME/CAPACITY (V/C) RATIO:			0.941			0.740
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.841			0.640
	LEVEL OF SERVICE (LOS):			D			В
<u> </u>	DEMARKS.	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	Left ← Left-Through	U	0	U	0	0	U
ן בֿ	↑ Through	3154	4	789	2088	4	522
BC	Through ↑ Through-Right	3134	0	709	2000	0	522
l I	1 r	545		438	239	: :	164
NORTHBOUND	Right	545	1 0	430	239	1 0	104
ž	← Left-Through-Right		0			0	
	Left-Right	ı	U			U	
_	└ Left	42	2	23	53	2	29
SOUTHBOUND	Left-Through	72	0	20		0	23
2	↓ Through	1373	4	343	2321	4	580
BC	→ Through-Right	1070	0	0.10	2021	Ö	•
IĖ	→ Right	0	0	0	0	0	0
0	Left-Through-Right		0			0	_
S	↓ Left-Right		0			0	
	Left	0	0	0	0	0	0
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	0	0	0	0	0	0
l B	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
	{ Left-Right	l	0			0	
		104	2	407	427	. 0	75
₽	ν μεπ	194	2 0	107	137	2 0	75
	← Through	0	0	0	0	0	0
B B	↑ Through-Right	l	0	U		0	U
ST	Right	35	1	12	46	1	17
WESTBOUND	Left-Through-Right		0	12		0	.,
^	├ Left-Right		0			0	
		N	orth-South:	812	٨	lorth-South:	580
	CRITICAL VOLUMES		East-West:	107		East-West:	75
			SUM:	919		SUM:	655
	VOLUME/CAPACITY (V/C) RATIO:			0.645			0.460
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.360
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #: 12 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0	4/5		0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 1 EB 0	SB WB	0	NB 1 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	IVIOVEIVIENT	Volume	Lanes	Volume	Volume	Lanes	Volume
∟	<u> </u>	10	0	10	43	0	43
NORTHBOUND	→ Left-Through		1			1	
<u></u> ≅	↑ Through	0	0	10	3	0	46
∥≝	Through-Right		0			0	
<b>₩</b>	Right	831	1	0	365	1	0
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	4	0	4	1	0	1
SOUTHBOUND	Left-Through	I	0	7	· '	0	'
∥∂	↓ Through	0	0	5	1	0	2
Ř	← Through-Right		0			0	
E	ب Right	1	0	0	0	0	0
ΜĞ	← Left-Through-Right		1			1	
U"	∠ Left-Right	<u> </u>	0			0	
	│	1 4	1			1	0
₽	→ Left-Through	1	0	1	2	0	2
3	→ Through	1429	1	722	550	1	296
<u>8</u>	→ Through-Right	1420	1	,		1	200
ST	→ Right	15	0	15	42	0	42
EASTBOUND	→ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	335	1	335	940	1	940
3	<ul><li></li></ul>	504	0 1	252	1207	0	700
ĝ	← Through ← Through-Right	501	1	252	1397	1	700
ESTBOUND	Right	2	0	2	2	0	2
WE	Left-Through-Right		0	_	_	0	
	├ Left-Right		0			0	
		۸	lorth-South:	15	٨	lorth-South:	47
	CRITICAL VOLUMES		East-West:	1057	East-West:		1236
<u> </u>			SUM:	1072		SUM:	1283
	VOLUME/CAPACITY (V/C) RATIO:			0.752			0.900
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.652			0.800
	LEVEL OF SERVICE (LOS):			В			D
<u> </u>		<u> </u>			L		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
•	,	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No. of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<u> </u>							
Q	↑ Left	335	2	184	1000	2	550
5	← Left-Through		0	0		0	0
BO	↑ Through	0	0	0	0	0	0
ᄪ	Through-Right	_	0	F	7	0	7
NORTHBOUND	'→ Right	5	1 0	5	7	1	7
¥	← Left-Through-Right					0	
	← Left-Right	l	0			0	
_	└- Left	0	0	0	0	0	0
SOUTHBOUND	Left-Through	ľ	0	U		0	J
JC	↓ Through	0	0	0	0	0	0
BC	✓ Through-Right	Ĭ	0	ŭ	Ĭ	0	
ΙĖ	Right	0	0	0	0	0	0
0	← Left-Through-Right		0		_	0	
ေ	→ Left-Right		0			0	
	Left	0	0	0	0	0	0
¥	→ Left-Through		0			0	
EASTBOUND	→ Through	1969	2	985	774	2	387
TB	→ Through-Right		0		_	0	
AS.	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0 0			0 0	
	- ≺ Left-Right	l :	U			U	
	√ Left	72	0	72	72	0	72
9	√ Left-Through	12	1	12	12	1	12
STBOUND	← Through	477	1	455	1348	1	818
BC	← Through-Right	'''	0	100	10.0	0	5.5
ST	Right	0	0	0	0	0	0
WE		_	0			0	
	├─ Left-Right		0			0	
		N	orth-South:	184		lorth-South:	550
	CRITICAL VOLUMES		East-West:	1057		East-West:	818
			SUM:	1241		SUM:	1368
	VOLUME/CAPACITY (V/C) RATIO:			0.827			0.912
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.727			0.812
	LEVEL OF SERVICE (LOS):						D
	DEMARKS:			С			ט

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No of	0		No of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
₽	↑ Left	0	0	0	0	0	0
5	← Left-Through	0	0	•		0	•
BO	↑ Through	0	0	0	0	0	0
IE	Through-Right	0	0	0		0	0
NORTHBOUND	├─ Right	0	0	0	0	0	0
ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└ Left	115	1	115	102	1 1	102
SOUTHBOUND	Left-Through	113	0	119	102	0	102
2	↓ Through	0	1	0	4	1	4
BC	✓ Through-Right	Ŭ	1	ŭ	· ·	1	·
IĖ	√ Right	35	0	35	59	0	59
<u>ا</u>	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
00	→ Through	1770	3	590	725	3	242
ΙB	→ Through-Right		0			0	
EASTBOUND	Right	989	2	544	324	2	178
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	99	1	99	301	1 1	301
9	√ Left-Through	99	0	33	301	0	301
WESTBOUND	← Through	566	2	283	1494	2	747
BC	← Through-Right		0	200	1.51	0	
ST	Right	0	0	0	0	0	0
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		N	orth-South:	115	٨	lorth-South:	102
	CRITICAL VOLUMES		East-West:	689		East-West:	747
			SUM:	804		SUM:	849
	VOLUME/CAPACITY (V/C) RATIO:			0.536			0.566
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.466
	LEVEL OF SERVICE (LOS):			:			
	DEMARKS.			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR PM PEAK HOUR					
	No. of Phases	,,,,,,,		3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
•		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	180	1	99	279	1	153
9	√ Left-Through	100	1	55	210	1	100
Ĭ	↑ Through	294	0	416	232	0	277
BC	↑ Through-Right	204	1	4.0	202	1	_,,
Ę	→ Right	122	0	122	45	0	45
NORTHBOUND	← Left-Through-Right	122	0	122		0	
Ź	← Left-Right		0			0	
						·	
	. Left	81	1	81	155	1	155
Ĭ			0			0	
٦	<b>↓ Through</b>	0	0	0	0	0	0
HB	← Through-Right		0			0	
SOUTHBOUND	୍∠ Right	149	1	0	517	1	416
ο̈́	← Left-Through-Right		0			0	
0,	∠, Left-Right		0			0	
	Left	100	4	400		: 4 :	000
Q	→ Left  Left-Through	498	1 0	498	202	0	202
	→ Through	1383	2	692	622	2	311
20	→ Through-Right	1303	0	092	022	0	311
EASTBOUND	Right	0	0	0	0	0	0
ΑŠ	→ Left-Through-Right	Ĭ	0	ŭ		0	Ŭ
ш	→ Left-Right		0			o o	
	√ Left	0	0	0	0	0	0
N I	← Left-Through		0			0	
STBOUND	← Through	325	2	163	987	2	494
ΪĐ	Through-Right		0			0	
ES	Right	324	1	284	257	1	180
WE	Left-Through-Right		0			0	
	├─ Left-Right		0	407		O Courth	000
	CRITICAL VOLUMES	l ^	lorth-South: East-West:	497 782	^	lorth-South: East-West:	693
	CRITICAL VOLUMES		East-west: SUM:	782 1279		East-west: SUM:	696 1389
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:			SUIVI:	
				0.898			0.975
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.875
	LEVEL OF SERVICE (LOS):			С			D
	DEMADKS.	•			•		

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 2	WB	0	<b>EB</b> 2	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No of	0		No of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-μ						Volume 0
₽	Left	0	0	0	0	0	U
5	← Left-Through	0	0	0		0	0
8	↑ Through	0	0	0	0	0	0
IE	Through-Right		0	_		0	0
NORTHBOUND	Right	0	0	0	0	0	0
Ž	Left-Through-Right		0			0	
	← Left-Right		0			0	
	Left	1 47	. 4	47	1 00	. 4	00
9	, ⊢ Leπ	17	1 0	17	22	1 0	22
<u>בֿ</u>	↓ Through	1006	1	EEO	1050	1	531
BC	→ Through	1096	1	553	1050	1	531
SOUTHBOUND	Right	9	0	9	12	0	12
I≳	Left-Through-Right	9	0	9	12	0	12
S	Left-Right		0			0	
	Zert Night	1					
	Left	0	0	0	0	0	0
9	-∱ Left-Through	Ŭ	0	ŭ		0	ŭ
<u>ַ</u>	→ Through	472	1	409	443	1	396
BC	→ Through-Right		1			1	
EASTBOUND	Right	754	1	0	746	1	0
Ä	→ Left-Through-Right		0			0	
_	→ Left-Right		0			0	
	√ Left	471	2	259	673	2	370
WESTBOUND			0			0	
გ	← Through	894	2	447	1084	2	542
<u>B</u>	Through-Right	_	0		_	0	
ES I	Right	0	0	0	0	0	0
Ī	Left-Through-Right		0 0			0	
	├─ Left-Right			EEO		0	504
	CRITICAL VOLUMES	l ^	lorth-South:	553	_ ^	lorth-South:	531
	CRITICAL VOLUMES		East-West:	668		East-West:	766 1207
	VOLUME/CARACITY (1/O) DATIO:		SUM:	1221		SUM:	1297
	VOLUME/CAPACITY (V/C) RATIO:			0.857			0.910
V/	C LESS ATSAC/ATCS ADJUSTMENT:	OJUSTMENT: 0.757		0.810			
	LEVEL OF SERVICE (LOS):			С			D
<u> </u>	DEMARKO	<u> </u>			<u> </u>		

REMARKS:





I/S #: 17 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 2 Conditions

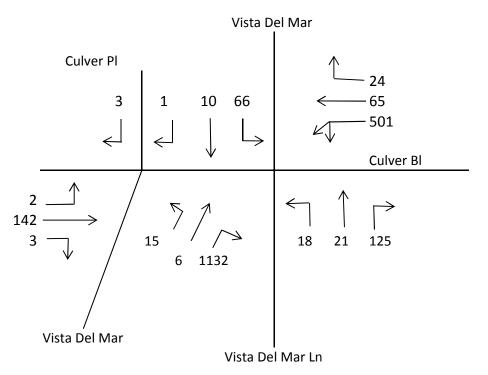
Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PM PEAK HOUR			
No. of Phases		3			3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	<b>NB</b> 0	SB	0	
		EB 0	WB	0	EB 0	WB	0	
ATSAC-1 or ATSAC+ATCS-2?				2			2	
	Override Capacity		No. of	0 Lane		No. of	0 Lane	
	MOVEMENT		Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	Volume 525	1	525	560	1	503	
9	↓ Left-Through	020	1	020		1		
징	↑ Through	1356	1	678	950	1	503	
<u>₩</u>	↑ Through-Right	1000	0	0.0		0		
NORTHBOUND	Right	576	1	576	397	1	397	
<u>6</u>	← Left-Through-Right		0			0		
Z	← Left-Right		0			0		
					·	·		
		0	0	0	0	0	0	
Ę	→ Left-Through		0			0		
ರ್ಷ	↓ Through	0	0	0	0	0	0	
∥≝	✓ Through-Right		0			0		
SOUTHBOUND	→ Right	0	0	0	0	0	0	
SO	← Left-Through-Right		0			0		
0 Left-Right 0								
	ح Left	30	1	30	14	1 1	14	
9	→ Left-Through	30	0	30	14	Ö	'4	
EASTBOUND	→ Through	494	2	247	443	2	222	
ВО	→ Through-Right		0			0		
ST	Right	0	0	0	0	0	0	
E	→ Left-Through-Right		0			0		
	-{ Left-Right		0			0		
ے ا	√ Left √	0	0	0	0	0	0	
STBOUND		740	0	0.40	4000	0	40.4	
<u> </u>	← Through ← Through-Right	718	2 1	249	1228	2 1	424	
STE	Right	30	0	30	43	0	43	
WES	Left-Through-Right	]	0	50	43	0	40	
>	∑ Left-Right		0			0		
		North-South:		678 North-Sou		lorth-South:	503	
	CRITICAL VOLUMES		East-West:	279		East-West:	438	
			SUM:	957		SUM:	941	
VOLUME/CAPACITY (V/C) RATIO:				0.672			0.660	
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.560	
LEVEL OF SERVICE (LOS):								
	DEMARKS:			Α			Α	

REMARKS:

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT - ALT 2 CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



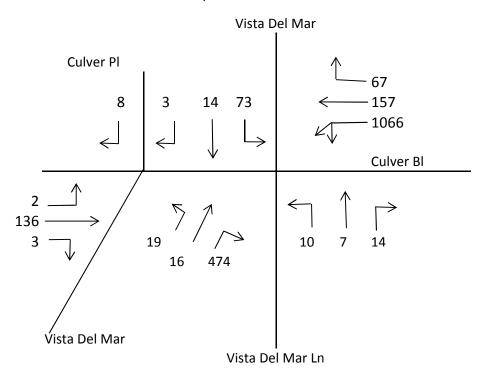
1. 
$$501 \times 0.55$$
 or  $(65 + 24)$ 

3. 
$$(2+142+3)$$

4. 
$$66 + (18 + 21 + 125)$$
 or  $18 + (66 + 10 + 1)$ 

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT - ALT 2 CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



1. 
$$1066 \times 0.55$$
 or  $(157 + 67)$ 

3. 
$$(2+136+3)$$

4. 
$$73 + (10 + 7 + 14)$$
 or  $10 + (73 + 14 + 3)$ 





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR PM PEAK HOUF					
	CU NO.LO	AM	PEAK HOUR		PN		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		NB 0	SB	0	<b>NB</b> 0	SB	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	ъв WВ	3	EB 0	ъв WВ	0 3
ATSAC-1 or ATSAC+ATCS-2?		LD	WB	2	LD 0	WD	2
Override Capacity				0			0
			No. of	Lane		No. of	Lane
MOVEMENT		Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	<b>2</b> 5	1	25	25	1	25
Ĭ	←↑ Left-Through		0			0	
ر ا	∱ Through	1213	1	621	1093	1	606
HB	<b>├</b> Through-Right		1			1	
NORTHBOUND	<b>├</b> Right	29	0	29	119	0	119
💆	< <b>├→</b> Left-Through-Right		0			0	
_	← Left-Right		0			0	
□	↓ Left	239	1	239	283	1	283
	⇒ Left-Through	4000	0			0	700
30	Through	1233	1	626	1441	1	733
SOUTHBOUND	→ Through-Right	40	1	40	0.4	1	0.4
ואַ		19	0 0	19	24	0 0	24
SC			0			0	
	Left-Right		U			U	
	ر Left	14	0	14	16	0	16
Ω	Left-Through	14	1		10	1	
EASTBOUND	→ Through	19	0	32	51	0	55
ВО	→ Through-Right		1	02		1	
ST	Right	16	0	32	27	0	55
ĕ¥≡	→ Left-Through-Right		0			0	
_	رً Left-Right		0			0	
	*						
	✓ Left	23	1	23	25	1	25
X			0			0	
ر 10	← Through	43	0	204	40	0	224
WESTBOUND	Through-Right		1			1	
ES	Right	364	1	0	407	1	0
>			0			0 0	
t Leit-Right		0 North-South:		000	North-South:		000
CRITICAL VOLUMES		,	ortn-Soutn: East-West:	860 218	<b>^</b>	oπn-Souτn: East-West:	889 240
	CRITICAL VOLUMES		East-west: SUM:	218 1078		East-vvest: SUM:	240 1129
VOLUME/CARACITY (V/C) RATIO:			SUIVI.			SUIVI.	
VOLUME/CAPACITY (V/C) RATIO:				0.756			0.792
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.692
	LEVEL OF SERVICE (LOS):			В			В
				_			

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
		EB 0	WB	3	<b>EB</b> 0	WB	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
	Override Capacity		No. of	Lane		No. of	Lane
MOVEMENT		Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	30	1	30	18	1	18
9	√ Left-Through		0	00	10	0	10
ן אַ	↑ Through	821	1	438	688	1	418
BC	↑ Through-Right	021	1	400	000	1	410
l E	→ Right	55	0	55	148	0	148
NORTHBOUND	←		0	00	140	0	170
Ž	← Left-Right		0			0	
			<u> </u>				
	. Left	470	1	470	406	1	406
¥	├→ Left-Through		0			0	
0	↓ Through ¯	702	1	360	1090	1	553
H H	← Through-Right		1			1	
SOUTHBOUND	ب Right	18	0	18	16	0	16
∥ <u>ŏ</u>	← Left-Through-Right		0			0	
0	∠ Left-Right		0			0	
					1		
	J Left	20	1	20	20	1	20
Z	→ Left-Through		0	70	40	0	00
EASTBOUND	→ Through  → Through-Right	57	0	79	46	0	68
E E	→ Through-Right → Right	22	1 0	0	22	0	0
AS	→ Left-Through-Right	22	0	U	22	0	0
ш	↓ Left-Right		0			0	
	) Lett-ragin		J			U U	
	√ Left	163	1	126	275	1	150
P			1			1	
	← Through	89	0	126	24	0	150
WESTBOUND	← Through-Right		0			0	
S	Right Right	451	1	0	467	1	61
¥	Left-Through-Right		0			0	
<u> </u>	├─ Left-Right		0			0	
		North-South:		908	North-South:		824
	CRITICAL VOLUMES		East-West:	205		East-West:	218
			SUM:	1113		SUM:	1042
VOLUME/CAPACITY (V/C) RATIO:				0.809			0.758
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.658
LEVEL OF SERVICE (LOS):				С			В
	DEMARKS.			U		i	D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR			PM PEAK HOUR			
No. of Phases				2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0	
<u>-</u>		EB 0	WB	3	<b>EB</b> 0	WB	3	
ATSAC-1 or ATSAC+ATCS-2?				2			2	
	Override Capacity		No. of	0 Lane		No. of	0 Lane	
MOVEMENT		Volume	Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	0	0	0	0	0	0	
9	√ Left-Through		0	Ü		0	O	
ă	↑ Through	0	0	0	0	0	0	
ВС	↑ Through-Right		0	Ū		0	v	
I	→ Right	0	0	0	0	0	0	
NORTHBOUND	← Kight Left-Through-Right	I	0	J		0	J	
Ž	Left-Right		0			0		
	Leteragne							
	. Left	695	2	382	995	2	547	
Z	├→ Left-Through		0			0		
O	↓ Through ¯	20	0	0	0	0	0	
HB	← Through-Right		0			0		
SOUTHBOUND	ب Right	78	1	34	126	1	102	
ğ	<⇒ Left-Through-Right		0			0		
0)	∠ Left-Right		0			0		
٥	J Left  ↑ Left Through	88	1	88	49	1	49	
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	440	0	00	400	0	0.5	
EASTBOUND	→ Through → Through-Right	119	2 0	60	169	2 0	85	
E TE	Right	0	0	0	0	0	0	
AS	↓ Kight	U	0	U	0	0	U	
ш	↓ Left-Right		0			0		
	) Lett ragin							
	√ Left	0	0	0	0	0	0	
			0			0		
C	← Through	98	1	98	145	1	145	
WESTBOUND	← Through-Right		0			0		
S	Right Right	791	1	409	546	1	0	
ME.	Left-Through-Right		0			0		
	├─ Left-Right		0			0		
CRITICAL VOLUMES		North-South:		382	North-South:		547	
			East-West:	497		East-West:	194	
			SUM:	879		SUM:	741	
VOLUME/CAPACITY (V/C) RATIO:				0.586			0.494	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.486			0.394	
LEVEL OF SERVICE (LOS):				Α			Α	
	DEMARKS:					i		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 3	WB	3	<b>EB</b> 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	665		366	499	2	274
9	I :	000	2	300	499	: :	2/4
	← Left-Through	4040	0	F70	4444	0	EAE
BO	↑ Through	1619	2	578	1411	2	545
IE	Through-Right	445	1	445	005	1	205
NORTHBOUND	Right	115	0	115	225	0	225
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	│	264	2	145	223	2	123
SOUTHBOUND	Left-Through	204	0	140	223	0	120
∥ਨੋ	↓ Through	1613	2	578	1591	2	571
BC	→ Through-Right	1010	1	0,0	1001	1	0, 1
IĖ	→ Right	122	0	122	123	0	123
0	Left-Through-Right		0			0	
Š	↓ Left-Right		0			0	
		89	2	49	113	2	62
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	810	2	405	742	2	371
ΙΒ̈́	→ Through-Right		0			0	
EASTBOUND	Right	587	1	221	548	1	274
Ē	Left-Through-Right		0			0	
	Left-Right	l	0			0	
	√ Left	141	2	78	278	2	153
	√ Left-Through	141	0	70	210	0	153
₹	← Through	730	2	365	831	2	416
BG	← Through-Right	700	0	000	001	0	710
WESTBOUND	Right	198	1	53	268	1	145
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		N	orth-South:	944	٨	lorth-South:	845
	CRITICAL VOLUMES		East-West:	483		East-West:	524
			SUM:	1427		SUM:	1369
	VOLUME/CAPACITY (V/C) RATIO:			1.038			0.996
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.938			0.896
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS).			Е			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

i——		W	AL 1974 A. 1			1		
			AM	PEAK HOUR		PI	M PEAK HOU	
	No. of Phases				3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB	0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB	0	WB	3	<b>EB</b> 0	WB	3
	Override Capacity				2			2
	Overnide Supucity			No. of	Lane		No. of	Lane
	MOVEMENT	Volum	e	Lanes	Volume	Volume	Lanes	Volume
	↑ Left		0	0	0	0	0	0
	- Left-Through			0			0	
	↑ Through	1	524	2	585	1632	2	646
- IB(	↑ Through-Right			1			1	
∥≓	Right		231	0	231	307	0	307
NORTHBOUND	← Left-Through-Right			0			0	
Z	← Left-Right			0			0	
						•		
	. Left	1	005	2	553	919	2	505
SOUTHBOUND				0			0	
l o	↓ Through	1	569	3	523	1828	3	609
H H	← Through-Right			0			0	
LΤ	اب Right		0	0	0	0	0	0
l Ö	← Left-Through-Right			0			0	
· ,	∠ Left-Right			0			0	
	<b>1</b>				_			
	J Left		0	0	0	0	0	0
Į	→ Left-Through		_	0	0		0	
l g	→ Through		0	0	0	0	0	0
TE	→ Through-Right → Right		0	0 0	0	0	0 0	0
EASTBOUND	→ Left-Through-Right		U	0	U	0	0	U
Ш	↓ Left-Tirrough-Right Left-Right			0			0	
			:	· · ·		l		
	√ Left		223	2	123	237	2	130
9		,		0	120		0	
ן אַ	← Through		0	0	0	0	0	0
<u>B</u> C	← Through-Right			0			0	
VESTBOUND	, Right	1:	251	2	135	946	2	15
WE	Left-Through-Right			0			0	
	├─ Left-Right			0			0	
			Ν	orth-South:	1138		lorth-South:	1151
	CRITICAL VOLUMES			East-West:	135		East-West:	130
				SUM:	1273		SUM:	1281
	VOLUME/CAPACITY (V/C) RATIO:				0.893			0.899
V/	C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.799
	LEVEL OF SERVICE (LOS):				С			С
	=======================================					<u> </u>		•

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way
Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
•	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			. 0
	MOVEMENT		No. of Lanes	Lane Volume		No. of Lanes	Lane Volume
l	<b>.</b>	Volume			Volume		
□	Left	207	1	207	126	1	126
	← Left-Through	4.400	0	500	4540	0	500
NORTHBOUND	↑ Through	1493	2	506	1510	2	508
ᄩ	Through-Right		1	0.4	40	1	10
교	→ Right	24	0	24	13	0	13
∥ ×	← Left-Through-Right		0			0	
	← Left-Right	l	0			0	
	l last	1 40		40		. 4 !	
9	↓ Left ├→ Left-Through	40	1	40	59	1 0	59
	↓ Through	4550	0	600	4720	; - ;	605
BC	l i	1553	2 1	608	1738	2 1	685
SOUTHBOUND	│	272	0	272	317	0	317
I⊃	← Left-Through-Right	212	0	212	317	0	317
SC	Left-Right		0			0	
	Lett-right						
	Left	220	1	111	344	1 1	174
9	- → Left-Through	220	1		011	1	
	→ Through	1	0	111	3	0	174
BC	→ Through-Right		0			0	
ST	Right	62	1	0	114	1	51
EASTBOUND	→ Left-Through-Right		0			0	
-	- ✓ Left-Right		0			0	
	· ·						
	√ Left	3	0	3	15	0	15
∥ ĭ			0			0	
ิธิ	← Through	1	0	16	2	0	26
TB	← Through-Right		0			0	
WESTBOUND	Right	12	0	0	9	0	0
Į₹	Left-Through-Right		1 0			1	
	├─ Left-Right			045		0	044
	CRITICAL VOLUMES	l ^	lorth-South:	815	_ ^	lorth-South:	811
	CRITICAL VOLUMES		East-West: SUM:	127		East-West:	200
	VOLUME/CARACITY (1/O) DATIO:		SUIVI:	942		SUM:	1011
	VOLUME/CAPACITY (V/C) RATIO:			0.685			0.735
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.635
	LEVEL OF SERVICE (LOS):			Α			В
<u> </u>	DEMARKO	·			I		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0
	ATOMO 4 ATOMO ATOM 60	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	195	1	195	101	1	101
9	√ Left-Through	100	0	100	101	0	101
ă	↑ Through	1697	3	566	1494	3	<b>49</b> 8
ВС	↑ Through-Right	1037	0	300	1454	0	430
H	→ Right	451	1	288	368	1	106
NORTHBOUND	←	701	0	200		0	100
Ž	Left-Right		0			0	
			<u>,                                     </u>				
	. Left	178	1	178	241	1	241
Z	├→ Left-Through		0			0	
O	↓ Through ¯	1327	2	456	1691	2	584
HB	← Through-Right		1			1	
SOUTHBOUND	ب Right	41	0	41	60	0	60
ğ	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
					_		_
٥	→ Left	0	0	0	0	0	0
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	F70	0	242	E 47	0	074
ŏ	→ Through → Through-Right	576	1 1	313	547		371
E E	Right	50	0	50	194	0	194
EASTBOUND	Left-Through-Right	30	0	50	194	0	194
ш	↓ Left-Right		0			0	
	1 1 = 0.1.1.591.1						
	√ Left	297	2	163	477	2	262
WESTBOUND			0			0	
C	← Through	460	1	288	575	1	329
l Bé	← Through-Right		1			1	
S		115	0	115	82	0	82
ME.	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	l ^	orth-South:	744	_ ^	lorth-South:	739
	CRITICAL VOLUMES		East-West:	476		East-West:	633
	VOLUME IO ADACITY AVIOL DATE		SUM:	1220		SUM:	1372
	VOLUME/CAPACITY (V/C) RATIO:			0.887			0.998
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.898
	LEVEL OF SERVICE (LOS):			С			D
	DEMARKS:	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 1	WB	0	EB 1	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
₽	↑ Left	893	2	491	732	2	403
5	← Left-Through	0400	0	700	4050	0	620
BO	↑ Through	2160	2	733	1852	2	630
ᄪ	Through-Right	20	1	20	20	1	20
NORTHBOUND	├─ Right	38	0	38	39	0	39
ĭ	← Left-Through-Right ✓ Left-Right		0 0			0 0	
	Cert-Right	l .	U				
	└- Left	52	1	52	47	1 1	47
SOUTHBOUND	Left-Through	J2	0	02	1	0	77
	↓ Through	1571	2	549	2241	2	780
₽ P		1071	1	0.0		1	
Ė	Ų Right	76	0	76	99	0	99
ω σ	← Left-Through-Right		0			0	
S	→ Left-Right  ———————————————————————————————————		0			0	
	ر Left	72	1	72	89	1	89
Z			0			0	
0	→ Through	17	1	17	25	1	25
TB	→ Through-Right		0			0	
EASTBOUND	Right	629	1	0	995	1	0
Ē	Left-Through-Right		0 0			0	
	- ≺ Left-Right	I	U			. 0	
	√ Left	31	0	31	53	. 0	53
9	✓ Left-Through	]	1	31		1	55
WESTBOUND	← Through	10	0	45	28	0	56
BC	Through-Right		1	.5		1	
ST	, <sup>←</sup> Right	35	0	0	28	0	0
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		N	orth-South:	1040	٨	lorth-South:	1183
	CRITICAL VOLUMES		East-West:	117		East-West:	145
			SUM:	1157		SUM:	1328
	VOLUME/CAPACITY (V/C) RATIO:			0.812			0.932
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.712			0.832
	LEVEL OF SERVICE (LOS):						D
	DEMARKS.	l		С		:	ט

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	I PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0	A/D	0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
<u>©</u>	↑ Through	2776	2	1294	2279	2	939
ľĔ	Through-Right	4407	1	4407	500	1	500
~	Right	1107	0	1107	539	0	539
∥ĕ	← Left-Through-Right  ← Left-Right		0 0			0 0	
	γ Leit-Right		U			U	
	. Left	0	0	0	0	0	0
I₩	├→ Left-Through		0			0	_
გ	<b>↓ Through</b>	2274	2	1137	3250	2	0
里	← Through-Right		0			0	
5	<i>→</i> Right	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0			0	
	∠ Left-Right	l	0			0	
		0	0	0	0	0	0
9	→ Left-Through	Ĭ	0		Ĭ	0	
EASTBOUND	→ Through	0	0	0	0	0	0
<u> </u>	→ Through-Right		0			0	
S	Right	0	0	0	0	0	0
Ŋ	Left-Through-Right		0			0	
	{ Left-Right	<u> </u>	0			0	
	√ Left	0	0	0	0	0	0
9	√ Left-Through		0	U		0	U
<b>ו</b> בֿ	← Through	0	0	0	0	0	0
ESTBOUND	Through-Right		0			0	
ြူ	Right	311	2	171	311	2	171
×	Left-Through-Right		0			0	
	├─ Left-Right		0	4004		0	202
	CRITICAL VOLUMES	l ^	orth-South:	1294	_ ^	lorth-South: East-West:	939
	CRITICAL VOLUMES		East-west:	171 1465		East-west: SUM:	171 1110
	VOLUME/CAPACITY (V/C) RATIO:		OOM.			JONI.	
	C LESS ATSAC/ATCS ADJUSTMENT:			0.977			0.740
V/				0.877			0.640
	LEVEL OF SERVICE (LOS):			D			В

REMARKS:





I/S #: 10 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	Volume 18		18	42	!	42
9	I :	10	1	10	42	1	42
5	← Left-Through	20.42	0	764	1702	0	448
BO	↑ Through	3043	4	761	1793	4	446
IE	Through-Right	0.45	0	400	204	0	20
NORTHBOUND	→ Right	645	1	436	361	1	29
×	Left-Through-Right		0			0	
	← Left-Right	<u> </u>	0			0	
	│	550	2	303	670	; <u> </u>	373
SOUTHBOUND	Left-Through	550	2 0	303	679	2 0	3/3
Ĭ	↓ Through	1286	4	322	1899	4	475
BC	→ Through → Through-Right	1200	0	522	1099	0	475
∥ <del>Ĕ</del>	Right	195	1	0	708	1	604
	← Left-Through-Right	100	0	Ŭ	700	Ö	004
SC	Left-Right		0			Ö	
		•					
	ے Left	199	1	199	104	1	104
P	- <del>√</del> Left-Through		0			0	
EASTBOUND	→ Through	410	2	153	261	2	117
BC	→ Through-Right		1			1	
ST	Right	50	0	50	89	0	89
EA	→ Left-Through-Right		0			0	
	{ Left-Right		0			0	
0	✓ Left	380	2	209	603	2	332
Į	₹ Left-Through		0			0	
ฐ	← Through	180	2	90	498	2	249
WESTBOUND	Through-Right	200	0	455	005	0	450
ES	Right	833	2	155	965	2	158
≥	Left-Through-Right Left-Right		0 0			0	
	↓ Lett-Night	Α.	lorth-South:	1064		lorth-South:	821
	CRITICAL VOLUMES	l "	East-West:	362	^	East-West:	62 i 449
	STATIONE VOLUMES		SUM:	1426		SUM:	1270
	VOLUME/CAPACITY (V/C) RATIO:		OOM.			GOW.	
				1.037			0.924
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.824
	LEVEL OF SERVICE (LOS):			Ε			D
	DEMARKS	•			•		

REMARKS:





I/S #: 11 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.0	0	AUD 0	0.0	0
ı	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3 EB 0	SB WB	0	NB 3 EB 0	SB WB	0 3
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
۵	<u> </u>	0	0	0	0	0	0
Z	<		0			0	
NORTHBOUND	↑ Through	3469	4	867	2321	4	580
뿔	Through-Right		0			0	
ᅜ	Right	802	1	613	397	1	142
Ž	Left-Through-Right		0			0	
	← Left-Right	L	0			0	
_	└ Left	146	2	80	68	2	37
SOUTHBOUND	Left-Through	140	0			0	01
O	↓ Through	1545	4	386	2604	4	651
Ψ̈́	← Through-Right		0			0	
5	ب Right	0	0	0	0	0	0
ŏ	<⇒ Left-Through-Right		0			0	
0,	∠ Left-Right	<u> </u>	0			0	
	Left		0			0	0
Ω	→ Leπ  → Left-Through	0	0	0	0	0 0	0
N	→ Through	0	0	0	0	0	0
80	→ Through-Right	Ŭ	0	ŭ	Ŭ	0	ŭ
EASTBOUND	Right	0	0	0	0	0	0
Ä	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
					1		
۵	✓ Left	343	2	189	463	2	255
S		0	0 0	0	0	0 0	0
0 0 0	← Through ← Through-Right	0	0	0	0	0	0
ESTBOUND	C Pight	45	1	0	80	1	43
WE	Left-Through-Right	40	0	J		0	70
	├─ Left-Right		0			0	
		N	orth-South:	947	N	orth-South:	651
	CRITICAL VOLUMES		East-West:	189		East-West:	255
			SUM:	1136		SUM:	906
	VOLUME/CAPACITY (V/C) RATIO:			0.797			0.636
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.536
	LEVEL OF SERVICE (LOS):			В			Α
		<u> </u>			<u> </u>		7

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0			0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 1 EB 0	SB WB	0	NB 1 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	<i>LB</i> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	INIOVENIENT	Volume	Lanes	Volume	Volume	Lanes	Volume
∟	<u> </u>	10	0	10	45	0	45
	← Left-Through		1			1	
NORTHBOUND	↑ Through	0	0	10	3	0	48
ᄩ	Through-Right	0.40	0		404	0	•
<b> </b>	Right	916	1	0	421	1	0
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	4	0	4	1	0	1
SOUTHBOUND	↓ Left-Through		0	,	'	Ö	•
∥∂	↓ Through	0	0	5	1	0	2
Ř	← Through-Right		0			0	
E	ب Right	1	0	0	0	0	0
ΜĞ	← Left-Through-Right		1			1	
U"	∠ Left-Right	<u> </u>	0			0	
	│	1 4	1			1	0
₽	→ Left  Left-Through	1	0	1	2	0	2
3	→ Through	1577	1	797	656	1	350
<u>8</u>	→ Through-Right	1011	1	701		1	
ST	→ Right	16	0	16	44	0	44
EASTBOUND	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
۵ ا	✓ Left	375	1	375	1051	1	1051
		E00	0	006	4.570	0	700
<u> </u>	← Through ← Through-Right	589	1	296	1578	1	790
ESTBOUND	Right	2	0	2	2	0	2
WE	Left-Through-Right	_	0	2	_	0	2
>	Ç Left-Right		Ō			0	
		N	orth-South:	15	٨	lorth-South:	49
	CRITICAL VOLUMES		East-West:	1172		East-West:	1401
			SUM:	1187		SUM:	1450
	VOLUME/CAPACITY (V/C) RATIO:			0.833			1.018
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.733			0.918
	LEVEL OF SERVICE (LOS):			С			Е
Щ	, /-	L					_

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	,	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	383		211	1160		638
9	i :	303	2	211	1 100	2	030
	← Left-Through		0 0	0		0 0	0
B	↑ Through	0		0	0	: :	0
IE	Through-Right	05	0	0	- F	0	EE
NORTHBOUND	Right	25	1	0	55	1	55
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right	<u> </u>	0			0	
	└- Left		0	0	0	0	0
SOUTHBOUND	Left-Through	0	0	U		0	U
∥ ⊼ੋ	↓ Through	0	0	0	0	0	0
BC	→ Through-Right	Ŭ	0	Ū		0	·
∓	→ Right	0	0	0	0	0	0
∂	← Left-Through-Right	Ĭ	0	ŭ		0	Ŭ
Š	Left-Right		0			0	
_	ے Left	0	0	0	0	0	0
	→ Left-Through		0			0	
EASTBOUND	ightarrow Through	2071	2	1036	836	2	418
<u>B</u>	<b>→</b> Through-Right		0			0	
[S]	Right	0	0	0	0	0	0
E	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	C 1.6						400
	✓ Left	127	0	127	138	0	138
		E44	1	E14	1.110	1	000
<u>0</u>	← Through ← Through-Right	511	1 0	511	1440	0	996
= TE	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0		0	0
	Left-Right		0			0	
	, <u></u>	N	orth-South:	211	٨	lorth-South:	638
	CRITICAL VOLUMES	l "	East-West:	1163	1	East-West:	996
			SUM:	1374		SUM:	1634
	VOLUME/CAPACITY (V/C) RATIO:		22	0.916			
1//							1.089
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.816			0.989
	LEVEL OF SERVICE (LOS):			D			E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PI	VI PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0	<b>EB</b> 0	WB	0
	Override Capacity			2			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
∥\₩	←↑ Left-Through		0			0	
⊩ರ್ಷ	∱ Through	0	0	0	0	0	0
男	↑ Through-Right		0			0	
ΓĀ	├─ Right	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	│	129	1	129	114	1 1	114
2	Left-Through	129	0	129	114	0	114
∂	↓ Through	0	1	0	4	1	4
<u>ĕ</u>	→ Through-Right		1			1	
SOUTHBOUND	ب Right	37	0	37	62	0	62
∥ ŏ	← Left-Through-Right		0			0	
٠,	→ Left-Right		0			0	
			0			: 0 :	
Ω	→ Leπ  → Left-Through	0	0 0	0	0	0	0
S	→ Through	1867	3	622	795	3	265
EASTBOUND	→ Through-Right	1007	0	UZZ	755	0	200
∥ SI	Right	1043	2	574	364	2	200
ľ	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
						, ,	
	✓ Left	118	1	118	337	1	337
	<ul><li></li></ul>	619	0 2	310	1609	0 2	805
<u> </u>	← Through-Right	019	0	310	1009	0	005
ST	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right		0	J		0	
	├─ Left-Right		0			0	
		N	orth-South:		٨	lorth-South:	114
	CRITICAL VOLUMES		East-West:	740		East-West:	805
<u> </u>	VALUE (A.B.A.C.) - (A.V.C.) - (A.V.C.)		SUM:	869		SUM:	919
	VOLUME/CAPACITY (V/C) RATIO:			0.579			0.613
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.479			0.513
	LEVEL OF SERVICE (LOS):			Α			Α
Щ	DEMARKO	<u> </u>			I		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	191		105	300		165
9	I :	191	1	105	300	1	100
5	← Left-Through	200	1	448	064	1	311
BO	↑ Through	320	0	446	264	0	311
ᄪ	Through-Right	100	1	100	47	1	47
NORTHBOUND	Right	128	0	128	47	0	47
ĭ	← Left-Through-Right		0 0			0 0	
	← Left-Right	l .	U				
_	└ Left	92	1	92	173	1 1	173
SOUTHBOUND	Left-Through	32	0	52	173	0	173
	↓ Through	0	0	0	0	Ö	0
<u>₩</u>	✓ Through-Right	Ĭ	0	ű		0	ŭ
ΙĖ	√ Right	181	1	0	579	1	465
٦	← Left-Through-Right		0			0	
ေ			0			0	
	Left	530	1	530	228	1	228
Z	→ Left-Through		0			0	
0	→ Through	1462	2	731	678	2	339
TB	→ Through-Right		0			0	_
EASTBOUND	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
	Left-Right	l	0			0	
	√ Left	0	0	0	0	0	0
Q	√ Left-Through	l	0	U		0	U
WESTBOUND	← Through	353	2	177	1055	2	528
BG	← Through-Right		0	177	1000	0	020
ST	Right	352	1	306	300	1	214
Ę	Left-Through-Right		0			0	
	Ç Left-Right		0			0	
		N	lorth-South:	540	٨	lorth-South:	776
	CRITICAL VOLUMES		East-West:	836		East-West:	756
			SUM:	1376		SUM:	1532
	VOLUME/CAPACITY (V/C) RATIO:			0.966			1.075
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.866			0.975
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			D			Е

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 2	WB	0	EB 2	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No of	0		No of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
				Volume 0			
Ω	↑ Left	0	0	U	0	0	0
5	← Left-Through	0	0	0		0	0
BO	↑ Through	0	0	0	0	0	0
IE	Through-Right		0	_		0	0
NORTHBOUND	Right	0	0	0	0	0	0
Ž	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	. 1 054	1 40	4	40	1 00	4	0.2
9	→ Left → Left-Through	18	1 0	18	23	1 0	23
Ž	↓ Through	1204	1	607	1120	1	571
ВС	→ Through	1204	1	607	1129	1	5/1
SOUTHBOUND	→ Milough-Right → Right	9	0	9	13	0	13
בת	← Left-Through-Right	9	0	9	13	0	13
SC	↓ Left-Right		0			0	
	200 Ecreragii		U				
	ر Left	0	0	0	0	0	0
9	→ Left-Through	Ŭ	0	ŭ		0	ŭ
Ď	→ Through	499	1	432	487	1	427
ВС	→ Through-Right		1			1	
EASTBOUND	Right	797	1	0	793	1	0
Ä	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	`						
	✓ Left	512	2	282	722	2	397
WESTBOUND			0			0	
<u>م</u>	← Through	947	2	474	1157	2	579
TB	← Through-Right		0			0	
ES.	Right	0	0	0	0	0	0
⋝	Left-Through-Right		0			0	
	├─ Left-Right	-	0		_	0	
	CRITICAL VOLUMES	l ^	orth-South:	607	_ ^	lorth-South:	571
	CRITICAL VOLUMES		East-West:	714		East-West:	824
	VOLUME CARACITY (1/O) BATIO		SUM:	1321		SUM:	1395
	VOLUME/CAPACITY (V/C) RATIO:			0.927			0.979
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.827			0.879
	LEVEL OF SERVICE (LOS):			D			D
<u> </u>	DEMARKS:	<u> </u>				i	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions

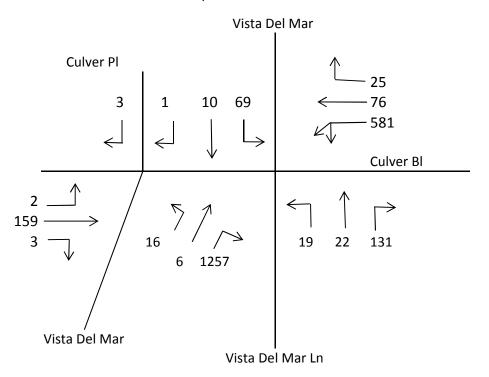
Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-#					!	
₽	Left	549	1	549	589	1	563
5	← Left-Through	4440	1	705	4000		500
NORTHBOUND	↑ Through	1449	1	725	1099	1	563
IE	Through-Right	000	0	000	440	0	440
R	→ Right	608	1	608	443	1	443
N	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	Left		0				0
9	, ∟eπ	0	0 0	0	0	0	0
ă	↓ Through	0	0	0	0	0	0
BC	→ Through	0	0	U	0	0	U
E E	→ Right	0	0	0	0	0	0
SOUTHBOUND	← Left-Through-Right	0	0	U	0	0	o
SC	Left-Right		0			0	
	Leit-Night 0						
	Left	34	1	34	26	1 1	26
9	-^→ Left-Through		0			0	
ă	→ Through	519	2	260	476	2	238
ВС	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Ä	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	· ·						
	√ Left	0	0	0	0	0	0
<b>Z</b>			0			0	
٦ ا	← Through	782	2	274	1323	2	460
TB	← Through-Right		1			1	
WESTBOUND	Right	39	0	39	57	0	57
<b>≥</b>	Left-Through-Right		0			0	
	├─ Left-Right		0	705		0	500
	CRITICAL VOLUMES	l ^	lorth-South:	725	_ ^	lorth-South:	563
	CRITICAL VOLUMES		East-West:	308		East-West:	486
	VOLUME/CARACITY (1/O) DATIO:		SUM:	1033		SUM:	1049
	VOLUME/CAPACITY (V/C) RATIO:			0.725			0.736
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.625			0.636
	LEVEL OF SERVICE (LOS):			В			В
	DEMARKO	<u> </u>			I		

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT - ALT 2 CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

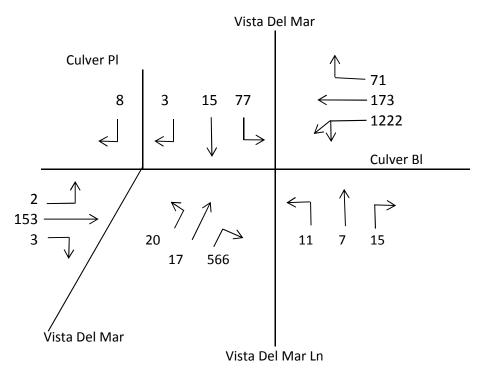


3. 
$$(2+159+3)$$

4. 
$$69 + (19 + 22 + 131)$$
 or  $19 + (69 + 10 + 1)$ 

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT - ALT 2 CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



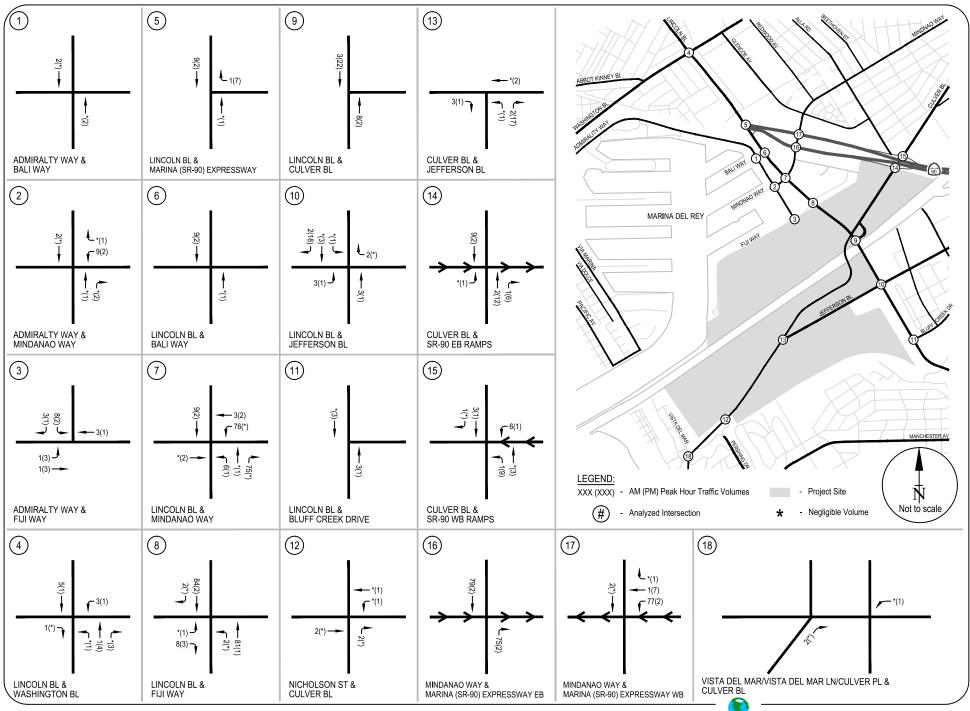
3. 
$$(2+153+3)$$

4. 
$$77 + (11 + 7 + 15)$$
 or  $11 + (77 + 15 + 3)$ 

#### **APPENDIX J**

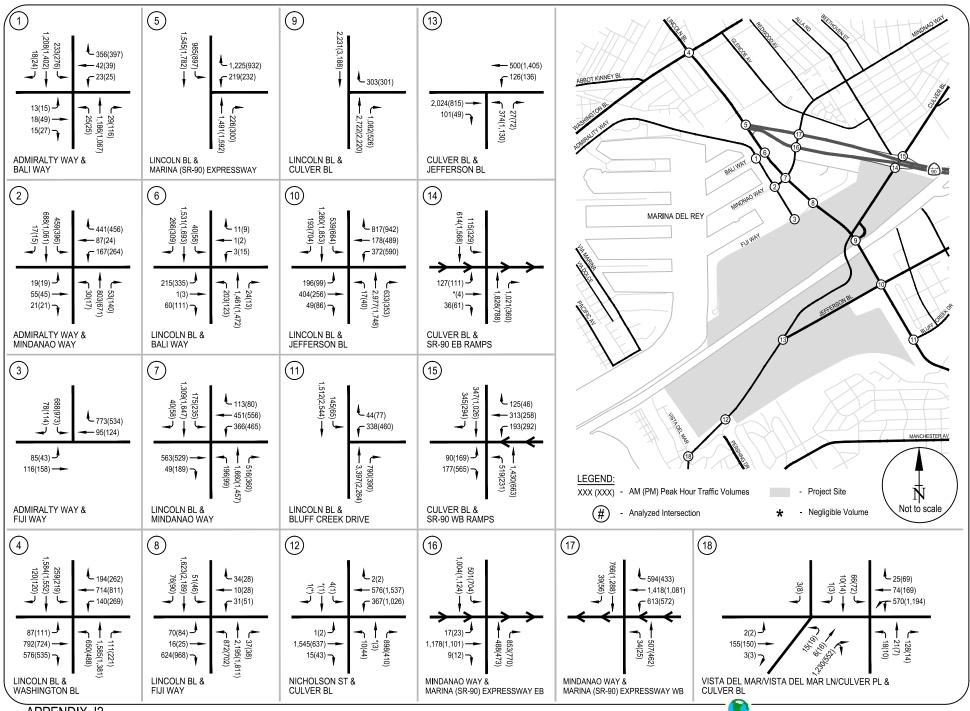
**Level of Service Worksheets** 

Cumulative (2019) with Project Construction Activity – Alternative 2 Conditions



APPENDIX J1
ALTERNATIVE 2 CONSTRUCTION ACTIVITY TRIPS - PEAK HOUR TRAFFIC VOLUMES





APPENDIX J2 CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY - ALTERNATIVE 2 PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

		AM	PEAK HOUF	र	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
ı	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	3	EB 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		N 6	0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	25	1	25	25	1	25
NORTHBOUND	← Left-Through		0			0	
S	↑ Through	1186	1	<b>60</b> 8	1067	1	592
<b>₽</b>	Through-Right		1			1	
R	<b>├</b> Right	29	0	29	116	0	116
S	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└ Left	233	1	233	276	1	276
SOUTHBOUND			0			0	
ŭ	↓ Through	1208	1	613	1402	1	713
∥≝∣	→ Through-Right  → Through-Righ  → Through-Righ  → Through-Righ  → Through-Righ  → Through-Right  → Through-Right  → Thr		1		l	1	
Ž		18	0 0	18	24	0 0	24
SC	← Left-Through-Right		0			0	
	200 Tolding						
	Left	13	0	13	15	0	15
N	-⊅ Left-Through		1			1	
l o	→ Through	18	0	30	49	0	53
EASTBOUND	→ Through-Right → Right	15	1 0	30	27	1 0	53
Y.	Left-Through-Right	15	0	30	27	0	55
∥ " ∣	→ Left-Right		0			0	
	*						
	✓ Left	23	1	23	25	1	25
		40	0	400		0 0	040
<u>6</u>	← Through ← Through-Right	42	0 1	199	39	1	218
STE	Right	356	1	0	397	1	0
WESTBOUND	Left-Through-Right	000	0	J		0	J
	├─ Left-Right		0			0	
		N	orth-South:	841	_ ^	lorth-South:	868
	CRITICAL VOLUMES		East-West:	212		East-West:	233
	VOLUME/CARACITY (V/C) PATIO		SUM:	1053		SUM:	1101
	VOLUME/CAPACITY (V/C) RATIO:			0.739			0.773
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.639			0.673
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

II MOVEMENT I I I I I I I I I	4 2 0 3 2 0 Lane /olume 17 406
Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB 0   SB 0   WB 3   EB 0   WB	0 3 2 0 Lane 'olume 17
ATSAC-1 or ATSAC+ATCS-2?	3 2 0 Lane ′olume 17
ATSAC-1 or ATSAC+ATCS-2?   2   0	Lane folume
Override Capacity           MOVEMENT         Volume         No. of Lane Volume         Volume         No. of Lane Volume         No. of Lanes         Volume         Volu	Lane /olume 17
MOVEMENT   Volume   No. of Lane Volume   Volu	Lane folume 17 406
MOVEMENT   Volume   Lanes   Volume   Volume   Lanes   V	17 <b>406</b>
Column	17 <b>406</b>
	406
Through   803   1   428   671   1	
MH       → Through-Right       1       1       1       1       1       0	
Example 1       Find distribution         Right       53       0       53       140       0         V Left-Through-Right       0       0       0       0         V Left-Right       0       0       0       0	140
Y Left-Through-Right 0   Y Left-Right 0	140
Z CFT-Right 0	
C	396
Image: Section of the control of the	
	538
일	
Composition   Composition	15
o	
0 Left-Right 0	
Q	19
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	00
O	66
γ	0
Left-Through-Right 0	U
Left-Right 0	
_   C Left   167   1   127   264   1	144
QD 0	
<del>                                  </del>	144
Moreon   O   O   O   O   O   O   O   O   O	
ហ្គុ 🛴 Right 441 1 0 456 1	60
Left-Through-Right 0	
North-South: 887 North-South:	802
CRITICAL VOLUMES East-West: 203 East-West:	210
SUM: 1090 SUM:	1012
VOLUME/CAPACITY (V/C) RATIO: 0.793	0.736
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.693	0.636
LEVEL OF SERVICE (LOS):	В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

		AI	M PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATO 40 4 ATO 40 4700 00	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	Left ← Left-Through	ľ	0	Ü		0	0
<b>ו</b> בֻׁ וּ	↑ Through	0	0	0	0	0	0
NORTHBOUND	Through ↑ Through-Right	ľ	0	U		0	U
∥ <del>Ĕ</del>		0	0	0	0	0	0
S S	← Kight Left-Through-Right	ľ	0	J		0	J
Įž	Left-Right		0			0	
	Ect-Night		J			U	
	└ Left	688	2	378	973	2	535
Ä	├─ Left-Through		0	•.0	0,0	0	
∥∂	↓ Through	20	0	0	0	0	0
单	← Through-Right		0			0	
SOUTHBOUND	بُ Right	78	1	36	114	1	93
ಠ್ಣ	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
		,					
	J Left	85	1	85	43	1	43
Į	→ Left-Through		0	50	450	0	70
្ត	→ Through	116	2	58	158	2	79
	→ Through-Right		0	0		0	0
EASTBOUND	Right  Left-Through-Right	0	0 0	0	0	0 0	0
Ш	↓ Left-Through-Right     ↓ Left-Right		0			0	
	Leit-Right		U				
	√ Left	0	0	0	0	0	0
9	√ Left-Through	l	0	J		0	J
WESTBOUND	← Through	95	1	95	124	1	124
<u> </u>	← Through-Right		0			0	
ပ္ပ	Right	773	1	395	534	1	0
I¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		_ ^	lorth-South:	378	^	lorth-South:	535
	CRITICAL VOLUMES		East-West:	480		East-West:	167
			SUM:	858		SUM:	702
	VOLUME/CAPACITY (V/C) RATIO:			0.572			0.468
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.472			0.368
	LEVEL OF SERVICE (LOS):			Α			A
	DEMARKS.	l .		A		i	А

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 3	WB	3	EB 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	650		358	488		268
Q	I .	650	2	350	400	2	200
5	← Left-Through	1505	0	ECE	1201	0	534
BO	↑ Through	1585	2	565	1381	2	554
IE	Through-Right	444	1	444	004	1	224
NORTHBOUND	Right	111	0	111	221	0	221
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	259	2	142	219	2	120
SOUTHBOUND	Left-Through	209	0	142	219	0	120
∥ਨੋ	↓ Through	1584	2	<b>56</b> 8	1552	2	557
BC	✓ Through-Right	1004	1	000	1002	1	00,
IĖ	→ Right	120	0	120	120	0	120
0	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ر Left	87	2	48	111	2	61
N	→ Left-Through		0			0	
	→ Through	792	2	396	724	2	362
l œ	<b>◯</b> Through-Right		0			0	
EASTBOUND	Right	576	1	218	535	1	267
E	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	1.40	2	77	260	. 2	440
□	ν Leπ	140	2 0	77	269	2 0	148
5	← Through	714	2	357	811	2	406
BO	← Through-Right	/ 14	0	501	011	0	700
WESTBOUND	Right	194	1	52	262	1	142
ξ	Left-Through-Right		0	02		0	1 12
^	├ Left-Right		0			0	
		٨	orth-South:	926	٨	lorth-South:	825
	CRITICAL VOLUMES		East-West:	473		East-West:	510
			SUM:	1399		SUM:	1335
	VOLUME/CAPACITY (V/C) RATIO:			1.017			0.971
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.917			0.871
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):	<u> </u>		Е			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR	į.	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	<b>EB</b> 0	VVB	3	<b>EB</b> 0	VVB	3 2
	Override Capacity			2			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
Į	<		0			0	
∥ ŏ	↑ Through	1491	2	572	1592	2	631
∥ <del>Ľ</del>	↑ Through-Right		1			1	
R I	├─ Right	226	0	226	300	0	300
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	↓ Left	985	2	542	897	2	493
9	→ Leπ  Left-Through	900	2 0	542	091	0	493
ΙŽ	↓ Through	1545	3	515	1782	3	594
BC	→ Through-Right	1040	0	010	1702	0	004
SOUTHBOUND	Right	0	Ö	0	0	0	0
0	← Left-Through-Right		0			0	•
S	↓ Left-Right		0			0	
	Left	0	0	0	0	0	0
N	- <del>/</del> Left-Through		0			0	
<b>□</b> 0	→ Through	0	0	0	0	0	0
TB	→ Through-Right		0			0	•
EASTBOUND	Right	0	0	0	0	0	0
E,	Left-Through-Right		0 0			0 0	
	_{ Left-Right		. 0			. 0 .	
	√ Left	219	2	120	232	2	128
9	✓ Left-Through	210	0	120	202	0	120
ן אַ	← Through	0	0	0	0	0	0
WESTBOUND	Through-Right		0			0	
-S	<u>.</u> Right	1225	2	132	932	2	20
≪	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	٨	lorth-South:	1114	^	lorth-South:	1124
	CRITICAL VOLUMES		East-West:	132		East-West:	128
	VOLUME/CARACITY (1/O) BATIO		SUM:	1246		SUM:	1252
	VOLUME/CAPACITY (V/C) RATIO:			0.874			0.879
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.779
	LEVEL OF SERVICE (LOS):			С			С
	DEMARKS.	-			•		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

THE CONTROL SECTION AND ADDRESS OF THE CONTROL OF T								
		AN	I PEAK HOU	IR	PI	M PEAK HOU	R	
	No. of Phases			4			4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND O	65	2	AID C	65	2	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0	
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	LB 0	VVB	2	
	Override Capacity			0			0	
	MOVEMENT		No. of	Lane		No. of	Lane	
	INO VEIVIENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
∟	<u> </u>	203	1	203	123	1	123	
	← Left-Through		0			0		
୲ୢଊ	↑ Through	1461	2	495	1472	2	495	
∥≝	Through-Right		1			1		
NORTHBOUND	Right	24	0	24	13	0	13	
∥ S	← Left-Through-Right		0			0		
	→ Left-Right	Li	0			0		
_	└ Left	40	1	40	58	1	58	
SOUTHBOUND	Left-Through	40	Ó	40	30	0	30	
≥	↓ Through	1531	2	599	1693	2	667	
<u>ĕ</u>	→ Through-Right		1			1		
ΙĖ	باً Right	266	0	266	309	0	309	
ರೄ	← Left-Through-Right		0			0		
0)	∠, Left-Right		0			0		
	1 1 2					, ,		
	J Left	215	1	108	335	1	169	
Z	→ Left-Through → Through		1	400		1	400	
EASTBOUND	→ Through  → Through-Right	1	0 0	108	3	0 0	169	
l H	Right	60	1	0	111	1	50	
l ĕ	Left-Through-Right	00	0	Ū		0	30	
"	✓ Left-Right		0			0		
	*							
	√ Left	3	0	3	15	0	15	
ľ			0			0		
<u>ق</u> ا	← Through	1	0	15	2	0	26	
STBOUND	← Through-Right		0	_	_	0	_	
WES	Right Left-Through-Right	11	0	0	9	0	0	
	Left-Inrough-Right     Left-Right		1 0			1 0		
	_ v =orcingin	N	orth-South:	802	٨	lorth-South:	790	
	CRITICAL VOLUMES	Ι "	East-West:	123	East-West:		195	
			SUM:	925		SUM:	985	
	VOLUME/CAPACITY (V/C) RATIO:			0.673			0.716	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.716 <b>0.616</b>	
<b> </b>				:				
	LEVEL OF SERVICE (LOS):			Α			В	

REMARKS:





I/S #: 7 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	I PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0	A/D	0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3 EB 0	SB WB	0	NB 3 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB == 0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	WOVEWENT	Volume	Lanes	Volume	Volume	Lanes	Volume
∟	<u> </u>	196	1	196	99	1	99
	← Left-Through		0			0	
<u></u> ≅	↑ Through	1660	3	553	1457	3	486
∥≝	Through-Right		0			0	
NORTHBOUND	→ Right	516	1	315	360	1	104
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└ Left	175	1	175	235	1	235
SOUTHBOUND	Left-Through	1,75	0	1,3	200	0	200
∥∂	↓ Through	1309	2	450	1647	2	568
Ř	← Through-Right		1			1	
E	ب Right	40	0	40	58	0	58
ΜĞ	← Left-Through-Right		0			0	
U"			0			0	
	│	1 0	0			0	0
₽	→ Left-Through	0	0	0	0	0	0
3	→ Through	563	1	306	529	1	359
EASTBOUND	→ Through-Right		1	000	020	1	000
ST	→ Right	49	0	49	189	0	189
ă	→ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	366	2	201	465	2	256
ESTBOUND	<ul><li></li></ul>	151	0 1	202	EEC	0	240
ĝ	← Through ← Through-Right	451	1	282	556	1	318
STE	Right	113	0	113	80	0	80
WE	Left-Through-Right		0	110		0	00
	├ Left-Right		0			0	
		۸	lorth-South:	728	٨	lorth-South:	721
	CRITICAL VOLUMES		East-West:	507	East-West:		615
			SUM:	1235		SUM:	1336
	VOLUME/CAPACITY (V/C) RATIO:			0.898			0.972
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.872
	LEVEL OF SERVICE (LOS):			С			D
<u> </u>	, ,	<u> </u>			L		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND O	0.0	0	AUD 0	0.0	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 1	SB WB	0	NB 0 EB 1	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		V/D	2	LD	V/D	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	872	2	480	702	2	386
	← Left-Through		0			0	
NORTHBOUND	↑ Through	2195	2	744	1811	2	616
ĮΞ	Through-Right	0.7	1	07	20	1	20
R.	Right	37	0	37	38	0	38
×	← Left-Through-Right		0 0			0	
	→ Left-Right		U			0	
	. Left	51	1	51	46	1	46
SOUTHBOUND	├→ Left-Through		0			0	
ا ا	<b>↓ Through</b>	1623	2	566	2189	2	760
띺	← Through-Right		1			1	
	→ Right	76	0	76	90	0	90
SO	← Left-Through-Right		0			0	
	∠ Left-Right	l	0			0	
		70	1	70	84	1	84
9		, ,	0	, ,	04	0	04
Ŋ	→ Through	16	1	16	25	1	25
EASTBOUND	→ Through-Right		0			0	
\S1	Right	624	1	0	968	1	0
A	Left-Through-Right		0			0	
	{ Left-Right	<u> </u>	0			0	
	√ Left	31	0	31	51	0	51
9	✓ Left-Through	]	1	31		1	01
ESTBOUND	← Through	10	0	44	28	0	56
<u> </u>	Through-Right		1			1	
	Right	34	0	0	28	0	0
ME.	Left-Through-Right		0			0	
	├─ Left-Right		0	40.40		0	4440
	CRITICAL VOLUMES	l ^	orth-South:	1046	North-South:		1146
	CRITICAL VOLUMES		East-West: SUM:	114 1160		East-West: SUM:	140 1286
	VOLUME/CAPACITY (V/C) RATIO:		GOIVI.			GOIVI.	
	• •			0.814			0.902
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.714			0.802
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOM 60	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ū		0	Ü
<b>ו</b> בַּ	↑ Through	2722	2	1 <b>26</b> 8	2220	2	915
BC	↑ Through-Right	2122	1	1200	2220	1	313
∥ Ĕ	→ Right	1082	0	1082	526	0	526
NORTHBOUND	← Kight Left-Through-Right	1002	0	1002	020	0	520
Ž	Left-Hillough-Right		0			0	
		I	U U				
	<b>└</b> Left	0	0	0	0	0	0
₽	├─ Left-Through	_	0			0	
8	↓ Through	2231	2	1116	3188	2	0
单	← Through-Right		0			0	
SOUTHBOUND	بُ Right	0	0	0	0	0	0
ಠ್ಣ	← Left-Through-Right		0			0	
0)	∠, Left-Right		0			0	
	J Left	0	0	0	0	0	0
Į	→ Left-Through		0			0	
ğ	→ Through	0	0	0	0	0	0
	→ Through-Right	_	0	0		0	0
EASTBOUND	Right  Left-Through-Right	0	0 0	0	0	0 0	0
Ш	↓ Left-Hirough-Right		0			0	
	T		U			U	
	√ Left	0	0	0	0	. 0	0
9		Ĭ	0	J		0	J
WESTBOUND	← Through	0	0	0	0	0	0
<u> </u>	Through-Right		0			0	
ပ္သ	Right	303	2	167	301	2	166
▮≝	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		۸ ا	orth-South:	1268	^	lorth-South:	915
	CRITICAL VOLUMES		East-West:	167		East-West:	166
			SUM:	1435		SUM:	1081
	VOLUME/CAPACITY (V/C) RATIO:			0.957			0.721
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.857			0.621
	LEVEL OF SERVICE (LOS):			D			В
<u> </u>	DEMARKS.			ע			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	17		17	40	!	40
9	I :	17	1	17	40	1	40
5	← Left-Through	0077	0	744	4740	0	407
8	↑ Through	2977	4	744	1748	4	437
l E	Through-Right	000	0	400	252	0	20
NORTHBOUND	Right	633	1	428	353	1	28
ĭ	Left-Through-Right		0			0	
	← Left-Right	<u> </u>	0			0	
	└ Left	539	2	296	664	. ,	365
9	Left-Through	539	2 0	296	004	2 0	365
Į	↓ Through	1260	4	315	1853	4	463
B	→ Through → Through-Right	1200	0	313	1000	0	403
SOUTHBOUND	✓ Right	193	1	0	704	1	605
2	← Left-Through-Right	100	0	Ŭ	704	Ö	000
Š	Left-Right		0			0	
		•					
	ے Left	196	1	196	99	1	99
9			0			0	
EASTBOUND	→ Through	404	2	151	256	2	114
B	→ Through-Right		1			1	
ST	ີ, Right	49	0	49	86	0	86
A	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
0	✓ Left	372	2	205	590	2	325
Į			0			0	
ğ	← Through	178	2	89	489	2	245
WESTBOUND	Through-Right	0.47	0	450	0.40	0	450
ES	Right	817	2	153	942	2	153
≥			0 0			0	
	↓ Lett-Night	Α.	lorth-South:	1040		lorth-South:	802
	CRITICAL VOLUMES	l "	East-West:	356	^	East-West:	439
	OR HOME VOLUMES		SUM:	1396		SUM:	1241
	VOLUME/CAPACITY (V/C) RATIO:		OOM.			OOM.	
				1.015			0.903
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.915			0.803
	LEVEL OF SERVICE (LOS):			Е			D
	DEMARKO				•		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0	A/D	0.5	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 3 EB 0	SB WB	0	NB 3 EB 0	SB WB	0 3
ATSAC-1 or ATSAC+ATCS-2?		EB   0	VVD	2	LB 0	VVD	2
	Override Capacity			0			0
MOVEMENT			No. of	Lane		No. of	Lane
	IVIO V EIVIEN I	Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	0	0	0	0	0	0
	← Left-Through		0			0	
NORTHBOUND	↑ Through	3397	4	84 <b>9</b>	2264	4	566
∥≝	Through-Right		0			0	
<b>₩</b>	Right	790	1	604	390	1	137
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	145	2	80	65	2	36
SOUTHBOUND	Left-Through	140	0	00		0	00
8	↓ Through	1512	4	378	2544	4	636
单	← Through-Right		0			0	
E	ب Right	0	0	0	0	0	0
ΙĞ	← Left-Through-Right		0			0	
U,	∠ Left-Right	<u> </u>	0			0	
	∫ Left		0			0	0
₽	→ Left  Left-Through	0	0	0	0	0	0
3	→ Through	0	0	0	0	0	0
<u>8</u>	→ Through-Right	Ŭ	0			0	
ST	→ Right	0	0	0	0	0	0
EASTBOUND	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
۵ ا	✓ Left	338	2	18 <b>6</b>	460	2	253
		0	0 0	0	_	0	0
<u> </u>	← Through ← Through-Right	0	0	0	0	0 0	0
ESTBOUND	Right	44	1	0	77	1	41
WES	Left-Through-Right	77	0	J	''	0	41
>	├ Left-Right		0			0	
		N	lorth-South:	929	٨	lorth-South:	636
	CRITICAL VOLUMES		East-West:	186		East-West:	253
			SUM:	1115		SUM:	889
	VOLUME/CAPACITY (V/C) RATIO:			0.782			0.624
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.524
	LEVEL OF SERVICE (LOS):			В			Α
<u> </u>	, /-	<u> </u>			i		- 1

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOU			R		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 1	SB	0	NB 1	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity			No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	10	0	10	44	0	44
9	√ Left-Through	10	1	.0	1	1	77
ן אַ בֿע	↑ Through	0	0	10	3	0	47
ВС	↑ Through-Right	ľ	0	10	]	0	47
l I		898	1	0	410	: -	0
NORTHBOUND	├─ Right ←⇔ Left-Through-Right	090	0	U	410	1 0	U
ž	← Left-Inrough-Right ← Left-Right		0			0	
	Y Leit-Right		U				
	└ Left	4	0	4	1	0	1
SOUTHBOUND	↓ Left-Through		0	·	· ·	0	•
<b>□</b> 0	↓ Through	0	0	5	1	0	2
Ř	← Through-Right		0			0	_
Ė	بَ Right	1	0	0	0	0	0
٦	← Left-Through-Right		1			1	
တ			0			0	
	ر Left	1	1	1	2	1	2
Z			0			0	
0	→ Through	1545	1	780	637	1	340
ΙΒ	→ Through-Right		1			1	
EASTBOUND	Right	15	0	15	43	0	43
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right	l .	0			0	
	√ Left	367	1	367	1026	1 1	1026
<u>□</u>	ν Left	307	0	30/	1020	0	1026
<b>5</b>	← Through	576	1	289	1537	1	770
BO	← Through-Right	0/0	1	200	1007	1	110
ST	Right	2	0	2	2	Ö	2
WESTBOUND	Left-Through-Right	_	0	_	_	0	_
	<b>├</b> Left-Right		0			0	
		٨	lorth-South:	15	٨	lorth-South:	48
	CRITICAL VOLUMES		East-West:	1147		East-West:	1366
			SUM:	1162		SUM:	1414
	VOLUME/CAPACITY (V/C) RATIO:			0.815			0.992
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.715			0.892
	LEVEL OF SERVICE (LOS):						
	DEMARKS.			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	R	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity			No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	374		206	1130	2	622
9	I :	374	2	206	1130	:	622
5	← Left-Through	0	0	0		0	0
8	↑ Through	0	0	0	0	0	0
l E	Through-Right	07	0	0	70	0	70
NORTHBOUND	→ Right	27	1	0	72	1	72
ĭ	Left-Through-Right		0			0	
	← Left-Right	<u> </u>	0			0	
	Left		0	0	0	0	0
SOUTHBOUND	Left-Through	0	0	U		0	U
Į	↓ Through	0	0	0	0	0	0
B	→ Through → Through-Right	U	0	Ū		0	•
∥ <del>Ĕ</del>	Right	0	0	0	0	Ö	0
≳	← Left-Through-Right	Ĭ	0	Ŭ		ő	o
Š	Left-Right		0			Ö	
						· · · · · ·	
	Left	0	0	0	0	0	0
9	→ Left-Through		0			0	
I∑	→ Through	2024	2	1012	815	2	408
B	→ Through-Right		0			0	
EASTBOUND	ີ, Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	{ Left-Right		0			0	
					_		
0	✓ Left	126	0	126	136	0	136
WESTBOUND	₹ Left-Through		1			1	
ಠ್ಷ	← Through	500	1	500	1405	1	975
<u> </u>	Through-Right		0		_	0	_
ES	Right	0	0	0	0	0	0
≥	Left-Through-Right Left-Right		0 0			0	
	↓ Lett-Night	Α.	lorth-South:	206	A	lorth-South:	622
	CRITICAL VOLUMES	l "	East-West:	1138	^	East-West:	975
	OR HOME VOLUMES		SUM:	1344		SUM:	1597
	VOLUME/CAPACITY (V/C) RATIO:		OOM.			OOM.	
	, ,			0.896			1.065
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.796			0.965
	LEVEL OF SERVICE (LOS):			С			E
DEMARKS							

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

I <del></del>					24.0. 5290		
		AN	AM PEAK HOUR PM PEAK HOU				R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity				0			0
MOVEMENT			No. of	Lane		No. of	Lane Volume
	<b>₩</b>	Volume 0	Lanes	Volume 0	Volume	Lanes	volume 0
9	│	U	0 0	U	0	0 0	U
ן אַ אַ	↑ Through	0	0	0	0	0	0
BC	↑ Through-Right	ľ	0	ŭ		0	· ·
ΗË	Right	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right	ľ	0	J		0	ŭ
Z	← Left-Right		0			0	
	→ Left	127	1	127	111	1	111
SOUTHBOUND	⇒ Left-Through		0			0	
30	↓ Through	0	1	0	4	1	4
ĮΞ	← Through-Right	20	1 0	200	04	1	C4
Įχ		36	0	36	61	0 0	61
SC	Left-Right		0			0	
	ے Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
00	→ Through	1828	3	609	788	3	263
ΤB	→ Through-Right	1001	0	500		0	400
EASTBOUND	Right	1021	2	562	360	2	198
ШШ			0 0			0 0	
	I — Lett-Night		U			U	
	√ Left	115	1	115	329	1	329
STBOUND			0			0	
8	← Through	614	2	307	1568	2	784
∥ Ã	Through-Right		0			0	
ES	Right	0	0	0	0	0	0
WE	Left-Through-Right Left-Right		0 0			0 0	
	↓ Lett-Night	N	orth-South:	127	Λ.	lorth-South:	111
	CRITICAL VOLUMES	l "	East-West:	724	"	East-West:	784
			SUM:	851		SUM:	895
	VOLUME/CAPACITY (V/C) RATIO:			0.567			0.597
v/	C LESS ATSAC/ATCS ADJUSTMENT:			0.467			0.497
-7	LEVEL OF SERVICE (LOS):						
	LLVLL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR PM PEAK HOUF				R	
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATO A C. ATO A C. ATO A CO.	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	193	1	106	292	1	161
9	√ Left-Through	100	1	100	202	1	101
ן אַ	↑ Through	313	0	438	258	0	304
BC	↑ Through-Right	010	1	400	200	1	504
l E	→ Right	125	0	125	46	0	46
NORTHBOUND	← Left-Through-Right	120	0	120		0	70
ĮŽ	← Left-Right		0			0	
		90	1	90	169	1	169
¥	├→ Left-Through		0			0	
0	↓ Through	0	0	0	0	0	0
H H	← Through-Right		0			0	
SOUTHBOUND	ب Right	177	1	0	565	1	450
∥ ŏ	← Left-Through-Right		0			0	
0	, Left-Right		0			0	
	<b>^</b> 1 51					. , .	
	→ Left	519	1	519	231	1	231
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	4400	0	745	000	0	220
Į Ž	→ Through → Through-Right	1430	2 0	715	663	2 0	332
E	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	U	0	U	0	0	U
ш	↓ Left-Right		0			0	
	1 1 = 011 1 1 2 111						
	✓ Left	0	0	0	0	0	0
WESTBOUND			0			0	
C	← Through	347	2	174	1026	2	513
∥ ĭğ	Through-Right		0			0	
S.		345	1	300	294	1	210
ĕ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
			orth-South:	528	^	lorth-South:	754
	CRITICAL VOLUMES		East-West:	819		East-West:	744
	VOLUME O ADACITY AND DATE		SUM:	1347		SUM:	1498
	VOLUME/CAPACITY (V/C) RATIO:			0.945			1.051
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.845			0.951
	LEVEL OF SERVICE (LOS):			D			E
	LEVEL OF SERVICE (LOS):			D			E

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR PM PEAK HOUR					R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.0	0	A/D 0	0.0	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 2	SB WB	0	NB 0 EB 2	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	<i>EB</i> 2	VVD	2	EB Z	VVD	2
Override Capacity				0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
<b>₽</b>	←↑ Left-Through		0			0	
ĭ ĭ	↑ Through	0	0	0	0	0	0
ᆵ	↑ Through-Right		0			0	
RT	├─ Right	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	l last	47	4	47		. 4	00
9	↓ Left ↓ Left-Through	17	1 0	17	23	1 0	23
ו אַ	↓ Through	1178	1	594	1101	1	557
BC	Through ← Through-Right	1176	1	594	1101	1	55 <i>1</i>
SOUTHBOUND	→ Right	9	0	9	12	0	12
0	← Left-Through-Right	Ŭ	0	ŭ	12	0	12
Š	Left-Right		0			0	
	Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
0	→ Through	488	1	447	473	1	414
EASTBOUND	→ Through-Right	0.50	1			1	
AS.	Right	853	1	0	770	1	0
E	Left-Through-Right		0 0			0 0	
	│		U			U	
	√ Left	501	2	276	704	2	387
♀	√ Left-Through		0	2,0	'04	0	007
	← Through	1004	2	502	1124	2	562
<u> </u>	← Through-Right		0		,	0	
ESTBOUND	Right	0	0	0	0	0	0
WE			0			0	
	├─ Left-Right		0			0	
	OBITION VOLUME	N	orth-South:	594	٨	lorth-South:	557
	CRITICAL VOLUMES		East-West:	723		East-West:	801
	VOLUME (OADACITY 4//0) BATIO		SUM:	1317		SUM:	1358
	VOLUME/CAPACITY (V/C) RATIO:			0.924			0.953
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.824			0.853
	LEVEL OF SERVICE (LOS):			D			D

REMARKS:





I/S #: 17 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 2

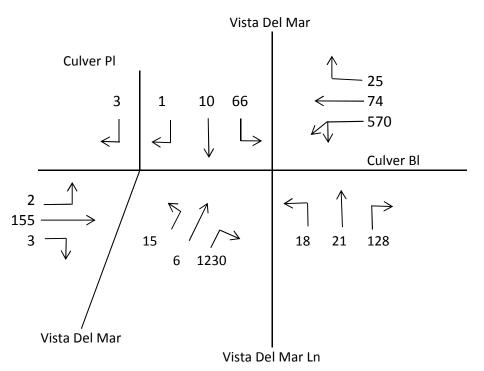
Count Date: Analyst: RA Date: 6/17/205

I			(5) 				
		AM PEAK HOUR PM PEAK HOU			R		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	65	0	AUD C	65	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	VVD	2	<b>EB</b> 0	VVB	2
Override Capacity				0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	613	1	613	572	1	551
Ζ	<∱ Left-Through		1			1	
ğ	↑ Through	1418	1	709	1081	1	551
뿔	Through-Right		0	<b>50.</b>		0	
NORTHBOUND	→ Right	594	1	594	433	1	433
Ž	← Left-Through-Right		0			0	
	← Left-Right	l :	0			0	
	└ Left	0	0	0	0	0	0
SOUTHBOUND	├─ Left-Through	Ĭ	0			0	ŭ
0	↓ Through	0	0	0	0	0	0
H	← Through-Right		0			0	
1	୍∠ Right	0	0	0	0	0	0
SO	← Left-Through-Right		0			0	
.,	∠, Left-Right	<u> </u>	0			0	
	ح Left	34	1	34	25	1	25
9	→ Left-Through	34	0	54	20	0	25
EASTBOUND	→ Through	507	2	254	462	2	231
BC	→ Through-Right		0			0	
ST	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	- ≺ Left-Right	<b> </b>	0			0	
	√ Left	0	0	0	0	0	0
9	τ Left-Through		0	U		0	0
STBOUND	← Through	766	2	<b>26</b> 8	1288	2	448
<u>B</u> C	← Through-Right		1		.255	1	
ST	, Right	39	0	39	56	0	56
WE	Left-Through-Right		0			0	
	├─ Left-Right		0	709		0	
			North-South:		North-South:		551
	CRITICAL VOLUMES		East-West:	302		East-West:	473 1024
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1011		SUM:	1024
				0.709			0.719
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.609			0.619
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY - ALTERNATIVE 2 AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



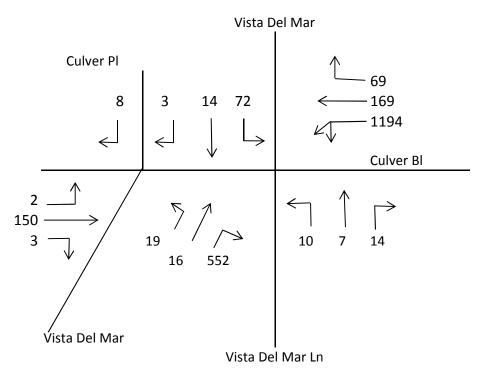
1. 
$$570 \times 0.55$$
 or  $(74 + 25)$ 

3. 
$$(2+155+3)$$

4. 
$$66 + (18 + 21 + 128)$$
 or  $18 + (66 + 10 + 1)$ 

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY - ALTERNATIVE 2 PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



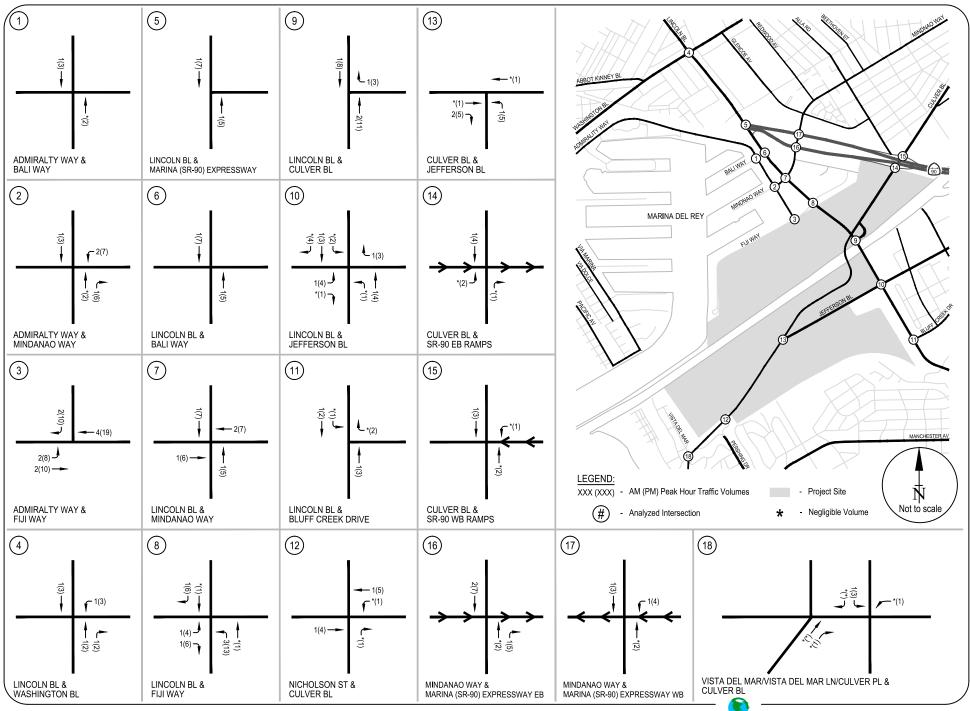
3. 
$$(2+150+3)$$

4. 
$$72 + (10 + 7 + 14)$$
 or  $10 + (72 + 14 + 3)$ 

#### **APPENDIX K**

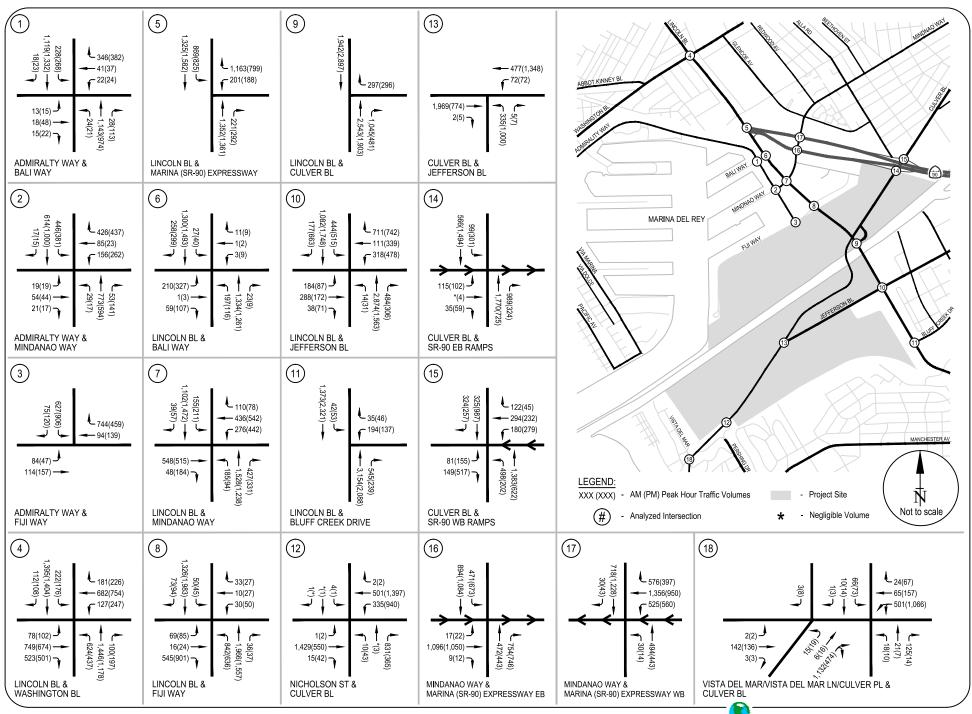
**Level of Service Worksheets** 

Existing (2015) plus Project – Alternative 3 Conditions Cumulative (2023) plus Project – Alternative 3 Conditions

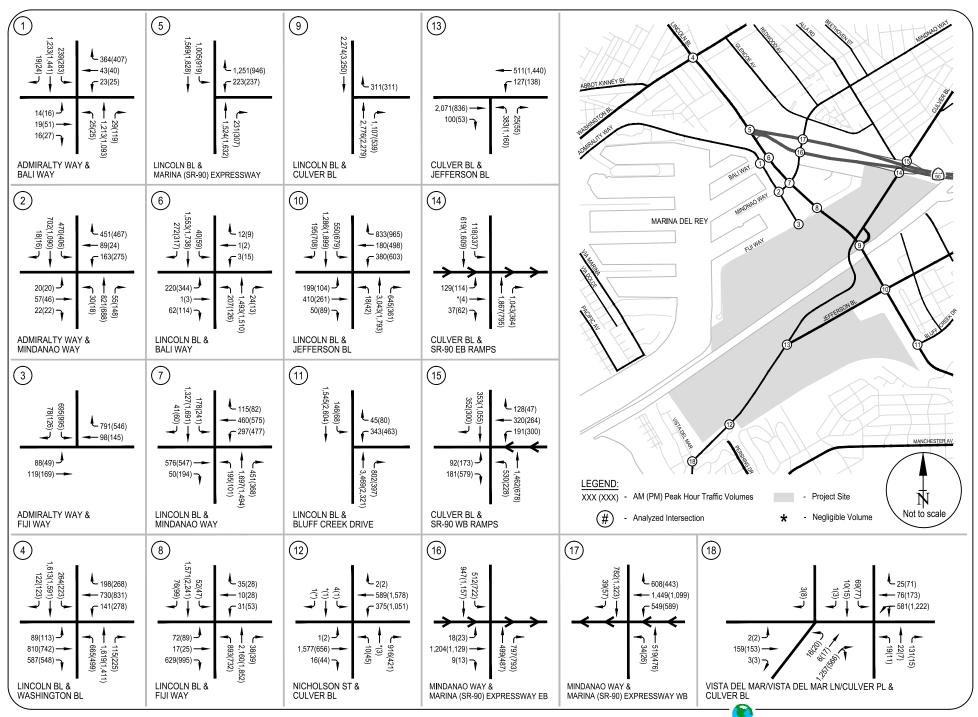


APPENDIX K1
ALTERNATIVE 3 PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.



APPENDIX K2
EXISTING (2015) PLUS PROJECT - ALTERNATIVE 3 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU ASSOCIATES, INC.



APPENDIX K3
CUMULATIVE (2023) PLUS PROJECT - ALTERNATIVE 3 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES RAJU ASSOCIATES, INC.





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

	II 19 44	AM	PEAK HOUF		PI	M PEAK HOU					
	No. of Phases			3			3				
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0				
ı	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	<i>WB</i>	3	EB 0	WB	3				
	ATSAC-1 or ATSAC+ATCS-2?	LD	WD ==	2	LD 0	112 -	2				
	Override Capacity			0			0				
	MOVEMENT		No. of	Lane		No. of	Lane				
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume				
D	↑ Left	24	1	24	21	1	21				
Z	←↑ Left-Through		0			0					
ŭ	↑ Through	1143	1	586	974	1	544				
l ∺ ∷	↑ Through-Right		1			1					
NORTHBOUND	<b>├</b> Right	28	0	28	113	0	113				
2	← Left-Through-Right		0			0					
	Left-Right		0			0					
	1 054	000	4	000	000	. 4	000				
9		228	1 0	228	268	0	268				
Ď	↓ Through	1119	1	569	1332	1	678				
ВС	→ Through → Through-Right	1119	1	509	1552	1	070				
SOUTHBOUND	✓ Right	18	0	18	23	0	23				
C	← Left-Through-Right	10	0	10	20	0	20				
S	Left-Right		0			0					
	<b>2</b>		-								
	ر Left	13	0	13	15	0	15				
P			1			1					
EASTBOUND	ightarrow Through	18	0	30	48	0	50				
<u>B</u>	_ Through-Right		1			1					
S	Right	15	0	30	22	0	50				
ΕÆ	Left-Through-Right		0			0					
	- ≺ Left-Right		0			0					
	√ Left		4	22		. 4	2.4				
₽	ν Leπ ∵ Left-Through	22	1 0	22	24	0	24				
5	← Through	41	0	194	37	0	210				
WESTBOUND	← Through-Right	41	1	194	] "	1	210				
STI	Right	346	1	0	382	1	0				
Č	Left-Through-Right	0.0	0	J		0	Ũ				
>	⊱ Left-Right		Ö			0					
		N	orth-South:	814	٨	lorth-South:	812				
	CRITICAL VOLUMES		East-West:	207		East-West:	225				
			SUM:	1021		SUM:	1037				
	VOLUME/CAPACITY (V/C) RATIO:			0.716			0.728				
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.628				
-,											
	LEVEL OF SERVICE (LOS):			В			В				

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
	-	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	29	1	29	17	1	17
9	↓ Left-Through	20	0	20	.,	0	17
Į⊼	↑ Through	773	1	413	594	1 1	368
BC	Through-Right	110	1	410	004	1	000
E	Right	53	0	53	141	0	141
NORTHBOUND	← Left-Through-Right		0	00	1-71	0	171
ĮŽ	Left-Right		0			0	
	Lettright	1					
	. Left	446	1	446	381	1	381
¥	├─ Left-Through		0			0	
0	↓ Through	614	1	316	1000	1	508
H H	← Through-Right		1			1	
SOUTHBOUND	ب Right	17	0	17	15	0	15
∥ <u>ŏ</u>	← Left-Through-Right		0			0	
0	∠ Left-Right		0			0	
	1 1 2		, , ,			. , ,	
	J Left  ↑ Left Through	19	1	19	19	1	19
	→ Left-Through	F.4	0	75	4.4	0	64
Į Ž	→ Through  → Through-Right	54	0 1	75	44	0 1	61
I	Right	21	0	0	17	0	0
EASTBOUND	Left-Through-Right	21	0	U	17	0	U
╽╙	→ Left-Right		0			0	
	1 ) ==				1		
	√ Left	156	1	121	262	1	143
			1			1	
WESTBOUND	← Through	85	0	121	23	0	143
∥ ĭğ	← Through-Right		0			0	
S	Right	426	1	0	437	1	56
ĕ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	l ^	lorth-South:	859	^	lorth-South:	749
	CRITICAL VOLUMES		East-West:	196		East-West:	204
	VOLUME (OADACITY 4//O) DATIO		SUM:	1055		SUM:	953
	VOLUME/CAPACITY (V/C) RATIO:			0.767			0.693
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.593
	LEVEL OF SERVICE (LOS):			В			Α
<u> </u>	DEMARKO	<u> </u>			<u> </u>	i	- 1

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AI	M PEAK HOU	IR .	PI	PM PEAK HOUR		
	No. of Phases			2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0	
	ATOMO 4 ATOMO ATOMO	EB 0	WB	3	<b>EB</b> 0	WB	3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2	
	Override Capacity		No. of	Lane		No. of	Lane	
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	0	0	0	0	0	0	
9	Left ← Left-Through	ľ	0	Ü		0	0	
<b>ו</b> בֻׁ וּ	↑ Through	0	0	0	0	0	0	
BC	Through ↑ Through-Right	ľ	0	Ū		0	U	
∥ <del> </del>		0	0	0	0	0	0	
NORTHBOUND	← Kigiit	ľ	0	U		0	U	
ž	← Left-Tirrough-Right ← Left-Right		0			0		
	I TETERIGITE	·	U			U		
	└- Left	627	2	345	906	2	498	
2	↓ Left-Through	021	0	0.10		0	400	
8	↓ Through	0	0	0	0	0	0	
<u> </u>	← Through-Right		0			0		
SOUTHBOUND	ال Right	75	1	33	120	1	97	
្ត្រ	← Left-Through-Right		0			0		
S	← Left-Right		0			0		
	Left	84	1	84	47	1	47	
Į	→ Left-Through		0			0		
ნ ∥	→ Through	114	2	57	157	2	79	
<u> </u>	→ Through-Right		0	^		0	0	
EASTBOUND	Right	0	0	0	0	0	0	
Ш			0 0			0 0		
	\( \tau_{\text{Left-Right}}		U			. 0		
	√ Left	0	0	0	0	0	0	
9	✓ Left-Through	I	0	J		0	U	
WESTBOUND	← Through	94	1	94	139	1	139	
<u>B</u> C	← Through-Right		0			0		
ST	Right	744	1	399	459	1	0	
∥₩	Left-Through-Right		0			0		
	├─ Left-Right		0			0		
		^	lorth-South:	345	^	lorth-South:	498	
	CRITICAL VOLUMES		East-West:	483		East-West:	186	
			SUM:	828		SUM:	684	
	VOLUME/CAPACITY (V/C) RATIO:			0.552			0.456	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.452			0.356	
	LEVEL OF SERVICE (LOS):			:				
	DEMARKS.			Α			Α	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 3	WB	3	EB 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	624		343	437		240
Q	I :	024	2	343	437	2	240
5	← Left-Through	1116	0	E1E	1170	0	458
NORTHBOUND	↑ Through	1446	2	515	1178	2	406
∓	Through-Right	100	1	100	107	1	197
X	Right	100	0	100	197	0	197
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	│	222	2	122	176	2	97
SOUTHBOUND	Left-Through	222	0	122	170	0	91
∥ਨੋ	↓ Through	1395	2	502	1404	2	504
BC	✓ Through-Right	1000	1	302	1 10 1	1	55.
IĖ	→ Right	112	0	112	108	0	108
∥ ∂	← Left-Through-Right		0			0	
S	↓ Left-Right		0			0	
	ے Left	78	2	43	102	2	56
N	→ Left-Through		0			0	
EASTBOUND	→ Through	749	2	375	674	2	337
ΙΒ̈́	→ Through-Right		0			0	
ls.	Right	523	1	180	501	1 1	261
Ē	Left-Through-Right		0			0	
	{ Left-Right	l .	0			0	
	√ Left	107	. 0	70	247	. 2	136
□	γ Leπ	127	2 0	70	247	2 0	136
5	← Through	682	2	341	754	2	377
BO	← Through-Right	002	0	071	7.54	0	011
WESTBOUND	Right	181	1	59	226	1	129
ξ	Left-Through-Right		0	50		0	.20
^	├ Left-Right		0			0	
		٨	lorth-South:	845	٨	lorth-South:	744
	CRITICAL VOLUMES		East-West:	445		East-West:	473
			SUM:	1290		SUM:	1217
	VOLUME/CAPACITY (V/C) RATIO:			0.938			0.885
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.838			0.785
-							
	LEVEL OF SERVICE (LOS):			D			С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AMI	PEAK HOUR	į.	PI	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	<b>EB</b> 0	VVB	3	<b>EB</b> 0	VVB	3 2
	Override Capacity			2			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
Į	<		0			0	
NORTHBOUND	↑ Through	1352	2	524	1361	2	551
H H	↑ Through-Right		1			1	
R	├─ Right	221	0	221	292	0	292
8	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	↓ Left	000	2	470	0.05	_	45.4
9	<ul><li>↓ Leπ</li><li>↓ Left-Through</li></ul>	869	2 0	478	825	2 0	454
<b>ו</b> אַ	↓ Through	1325	3	442	1582	3	527
BC	→ Through-Right	1020	0	772	1002	0	021
SOUTHBOUND	Right	0	0	0	0	0	0
00	← Left-Through-Right	ŭ	0	ŭ	Ŭ	0	ŭ
Š	↓ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
<b>□</b> 0	→ Through	0	0	0	0	0	0
ΙB	→ Through-Right	_	0	_		0	
EASTBOUND	Right	0	0	0	0	0	0
E/	Left-Through-Right		0			0	
	-		0			0	
	√ Left	201	2	111	188	2	103
9	✓ Left-Through	201	0	111		0	100
ן אַ	← Through	0	0	0	0	0	0
WESTBOUND	← Through-Right	_	0			0	
ST	Right	1163	2	162	799	2	0
×	Left-Through-Right		0			0	
ــــــــــــــــــــــــــــــــــــــ	├─ Left-Right		0			0	
		٨	lorth-South:	1002	_ ^	lorth-South:	1005
	CRITICAL VOLUMES		East-West:	162		East-West:	103
<u> </u>	VOLUME IOA DA CITI AVEL DA TIO		SUM:	1164		SUM:	1108
	VOLUME/CAPACITY (V/C) RATIO:			0.817			0.778
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.717			0.678
	LEVEL OF SERVICE (LOS):			С			В
	DEMARKS			<u> </u>			_

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		l AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	197	1	197	116	1	116
N	← Left-Through		0			0	
0	↑ Through	1334	2	452	1261	2	423
Ψ̈́	↑ Through-Right		1			1	
NORTHBOUND	Right	<b>2</b> 3	0	23	9	0	9
Q	← Left-Through-Right		0			0	
			0			0	
Ω	↓ Left	27	1	27	40	1	40
SOUTHBOUND	→ Left-Through ————————————————————————————————————		0			0	
30	↓ Through	1300	2	519	1493	2	597
ᄩ	→ Through-Right	050	1	050	000	1	000
ĮΣ		258	0 0	258	299	0 0	299
SC	Left-Right		0			0	
	200 Ecrement		U I				
	Ĵ Left	210	1	106	327	1 1	165
P	→ Left-Through		1			1	
EASTBOUND	ightarrow Through	1	0	106	3	0	165
BC	→ Through-Right		0			0	
S)	Right	59	1	0	107	1	49
Ä	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	3	0	3	9	0	9
₽	ν Leπ <b>∵</b> Left-Through	3	0	3	9	0	9
STBOUND	← Through	1	0	15	2	0	20
BC	← Through-Right	'	0	.5	_	0	20
ST	Right	11	0	0	9	0	0
WE			1	-		1	
	├─ Left-Right		0			0	
		N	orth-South:	716		lorth-South:	713
	CRITICAL VOLUMES	East-West:		121		East-West:	185
			SUM:	837		SUM:	898
	VOLUME/CAPACITY (V/C) RATIO:			0.609			0.653
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.553
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMARKS:	<u> </u>		73	<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?  Dight Turner FREE 4 NRTOR 2 or OLA 22  NB 3  SB 0  NB 3		4
NR 2 SR 0 NR 2		
NR 3		0
II RIGHT HITHS' FREE-1 NR IOR-2 OF OL A-37 I	SB	0
EB 0 WB 0 EB 0	WB	0
ATSAC-1 or ATSAC+ATCS-2?		2
Override Capacity No. of Lane	No of	0
MOVEMENT   No. of Lane   Volum	No. of Lanes	Lane Volume
	-	94
C   C   Left   185   1   185   94	1 0	94
Z	3	413
□ Through 1326 3 309 1236 1236 1236 1236 1236 1236 1236 1236	0	413
Right 427 1 275 331		88
Column	1 0	00
Left-Right 0	0	
Lett-Ngitt	·	
C	1	211
Composition   Composition	0	
	2	510
P	1	
<b>長</b>   <b>以 Right</b>   39 0 39 57	0	57
o	0	
0)	0	
Left 0:0:0		
	0	0
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	0	350
□	1	350
γ Hilough-Right 48 0 48 184	0	184
O	0	104
Left-Right 0	0	
C Left 276 2 152 442	2	243
QN DO DO DO DO DO DO DO DO DO DO DO DO DO	0	
← Through   436   1   273   542	1	310
m ← Through-Right 1	1	
νο Right 110 0 110 78	0	78
Left-Through-Right 0  Left-Right 0	0	
	iorth-South:	624
North-South: 664 N CRITICAL VOLUMES East-West: 450	East-West:	593
SUM: 1114	SUM:	1217
V21 111 12 12 12 12 12 12 12 12 12 12 12		
0.010		0.885
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.710		0.785
LEVEL OF SERVICE (LOS):		С

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
6	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOM 60	EB 1	WB	0	EB 1	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	842	2	463	636	2	350
9	√ Left-Through	042	0	400	000	0	000
ן אַ	↑ Through	1966	2	667	1557	2	531
BC	↑ Through-Right	1900	1	007	1007	1	001
l E	→ Right	36	0	36	37	0	37
NORTHBOUND	←		0	00		0	01
ĮŽ	Left-Right		0			0	
	. Left	50	1	50	45	1	45
¥	├─ Left-Through		0			0	
0	↓ Through	1326	2	466	1983	2	692
H H	← Through-Right		1			1	
SOUTHBOUND	ب Right	73	0	73	94	0	94
∥ ŏ	<⇒ Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
			•			. , .	
	→ Left	69	1	69	85	1	85
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	40	0	40	0.4	0	0.4
Į Ž	→ Through → Through-Right	16	1 0	16	24	1 0	24
E	Right	545	1	0	901	1	0
EASTBOUND	Left-Through-Right	343	0	U	901	0	U
╽╙	↓ Left-Right		0			0	
	1 1 = 211 (1/8)11				l		
	√ Left	30	0	30	50	0	50
WESTBOUND			1			1	
C	← Through	10	0	43	27	0	54
∥ ĭğ	Through-Right		1			1	
S	Right	33	0	0	27	0	0
ĕ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	,
	ODITION VOLUMES	l ^	orth-South:	929	_ ^	lorth-South:	1042
	CRITICAL VOLUMES		East-West:	112		East-West:	139
	VOLUME (OADACITY AVOLDATIO		SUM:	1041		SUM:	1181
	VOLUME/CAPACITY (V/C) RATIO:			0.731			0.829
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.729
	LEVEL OF SERVICE (LOS):			В			С
	LEVEL OF SERVICE (LOS):			В			C

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	I PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND O	0.0	0	AUD 0	0.0	0
'	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	LD 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
۵	Left	0	0	0	0	0	0
<u>S</u>	← Left-Through		0			0	
NORTHBOUND	↑ Through	2543	2	1196	1903	2	795
IE	Through-Right	1045	1	1045	404	1	481
<u>ا</u> ا	├─ Right	1045	0	1045	481	0	481
μž	← Left-Inrough-Right  ← Left-Right		0 0			0 0	
	I Tell-Night		U			U	
	. Left	0	0	0	0	0	0
∥¥	<b>├</b> Left-Through		0			0	
ಠ್ಣ	<b>↓ Through</b>	1942	2	971	2897	2	0
里	→ Through-Right		0			0	
SOUTHBOUND	→ Right	0	0	0	0	0	0
So	Left-Through-Right		0 0			0 0	
	Left-Right	I	U			U	
	Left	0	0	0	0	0	0
9	-∱ Left-Through		0			0	_
EASTBOUND	→ Through	0	0	0	0	0	0
l ĕ	<b>◯</b> Through-Right		0			0	
St	Right	0	0	0	0	0	0
)	Left-Through-Right		0			0	
	│	l .	0			0	
	√ Left	0	0	0	0	0	0
9	✓ Left-Through		0	Ü		0	U
ESTBOUND	← Through	0	0	0	0	0	0
∥ ĕ	Through-Right		0			0	
S	Right	297	2	163	296	2	163
¥	Left-Through-Right		0			0	
	├─ Left-Right		0	4406		0	705
	CRITICAL VOLUMES		orth-South:	1196 163	North-South: East-West:		795 163
	STATIONE VOLUMES		SUM:	1359		SUM:	958
	VOLUME/CAPACITY (V/C) RATIO:			0.906			0.639
W	C LESS ATSAC/ATCS ADJUSTMENT:						
<b>'</b> '				0.806			0.539
	LEVEL OF SERVICE (LOS):			D			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
	_	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	14	1	14	31	1	31
9	√ Left-Through	17	0	'-	01	0	01
ן אַ בֿע	↑ Through	2874	4	719	1563	4	391
BC	↑ Through-Right	2074	0	713	1303	0	331
l ∓	→ Right	484	1	309	306	1	43
NORTHBOUND	← Kigiti ← Left-Through-Right	404	0	508	300	0	40
ž	← Left-Infough-Right ← Left-Right		0			0	
	Lett-Kight	l	U			U	
	└ Left	444	2	244	515	2	283
SOUTHBOUND	↓ Left-Through		0			0	
<b>□</b> 0	↓ Through	1082	4	271	1748	4	437
Ř	← Through-Right		0			0	
Ė	بُ Right	177	1	0	663	1	576
Į į	← Left-Through-Right		0			0	
S			0			0	
	Left	184	1	184	87	1	87
Ĭ	→ Left-Through		0			0	
OL	→ Through	288	2	109	172	2	81
TB	→ Through-Right	00	1	00	7.4	1	7.4
EASTBOUND	Right	38	0	38	71	0	71
Ш	→ Left-Through-Right → Left-Right		0 0			0	
		I	U			. 0	
	√ Left	318	2	175	478	2	263
9		0.0	0	1, 5	""	0	200
IZ	← Through	111	2	56	339	2	170
<u> </u>	← Through-Right		0			0	
ST	Right	711	2	147	742	2	125
WESTBOUND	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		۸ ا	lorth-South:	963	٨	lorth-South:	674
	CRITICAL VOLUMES		East-West:	331		East-West:	344
			SUM:	1294		SUM:	1018
	VOLUME/CAPACITY (V/C) RATIO:			0.941			0.740
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.841			0.640
	LEVEL OF SERVICE (LOS):			D			В
<u> </u>	DEMARKS.	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PN	I PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0
	-	EB 0	WB	3	EB 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	I :	U	0	U	U	0	U
5	← Left-Through ↑ Through	3154	4	789	2088	4	522
BG	_	3104	0	709	2000	0	522
Ӗ	Through-Right	E 1 E		420	220		164
NORTHBOUND	Right	545	1	438	239	1	164
∥ĕ	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	42	2	23	53	2	29
SOUTHBOUND	Left-Through	42	2 0	23	55	2 0	29
Į⊼	↓ Through	1373	4	343	2321	4	580
<u> </u>	→ Through-Right	1070	0	0-10	2021	0	300
l ∓	Right	0	0	0	0	0	0
≥	← Left-Through-Right	Ŭ	Ö	Ŭ		Ö	o
Ö	Left-Right		0			0	
_	ے Left	0	0	0	0	0	0
	→ Left-Through		0			0	
	→ Through	0	0	0	0	0	0
<u>ĕ</u>	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
A	→ Left-Through-Right		0			0	
	{ Left-Right		0			0	
	✓ Left	194	2	107	137	2	75
WESTBOUND		_	0	_	_	0	_
ľğ∥	← Through  ∴ Through-Pight	0	0	0	0	0	0
	i i i ough-raight	25	0 1	40	40	0	47
∥ ĘŞ	Right Left-Through-Right	35	_	12	46	1	17
≥	Left-Inrough-Right     Left-Right		0 0			0 0	
	I v =orrivant	N.	orth-South:	812	Α.	lorth-South:	580
	CRITICAL VOLUMES	l "	East-West:	107	North-South: East-West:		75
	CRITICAL VOLUMES		SUM:	919		SUM:	655
	VOLUME/CAPACITY (V/C) RATIO:						
100				0.645			0.460
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.360
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 1	SB	0	NB 1	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	10	0	10	43	0	43
9	√ Left-Through	10	1	.0	10	1	70
ן אַ בֿע	↑ Through	0	0	10	3	0	46
ВС	↑ Through-Right	ľ	0	10	]	0	40
l E		831	1	0	365	: -	0
NORTHBOUND	├─ Right ←⇔ Left-Through-Right	001	0	U	303	1 0	U
ž	← Left-Infough-Right ← Left-Right		0			0	
	Lett-Kight		U			U	
	└ Left	4	0	4	1	0	1
SOUTHBOUND	↓ Left-Through	·	0			Ō	
<b>■</b>	↓ Through	0	0	5	1	0	2
Ψ̈́	← Through-Right		0			0	
Ē	<i>→</i> Right	1	0	0	0	0	0
ğ	← Left-Through-Right		1			1	
Ø	← Left-Right		0			0	
		,				,	
		1	1	1	2	1	2
Ž	→ Left-Through		0			0	
o o	→ Through	1429	1	722	550	1	296
TB	→ Through-Right	45	1	45	40	1	40
EASTBOUND	Right	15	0	15	42	0	42
Ш	→ Left-Through-Right → Left-Right		0 0			0	
		l	U			. 0	
	√ Left	335	1	335	940	1 1	940
9			0	000		Ö	0,0
IZ	← Through	501	1	252	1397	1	700
<u> </u>	← Through-Right		1			1	
ST	Right	2	0	2	2	0	2
WESTBOUND	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		۸ ا	lorth-South:	15	^	lorth-South:	47
	CRITICAL VOLUMES		East-West:	1057		East-West:	1236
			SUM:	1072		SUM:	1283
	VOLUME/CAPACITY (V/C) RATIO:			0.752			0.900
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.652			0.800
	LEVEL OF SERVICE (LOS):			В			D
<u> </u>	DEMARKS.	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	335	2	184	1000	2	550
9	√ Left-Through	000	0	104	1000	0	330
ן אַ בֿע	↑ Through	0	0	0	0	0	0
BC	↑ Through-Right	U	0	U		0	U
l E		5	_	5	7	:	7
NORTHBOUND	├─ Right ←⇔ Left-Through-Right		1 0	J	′	1 0	1
ž	← Left-Through-Right ← Left-Right		0			0	
	The restaurable		U			U	
	└ Left	0	0	0	0	0	0
N	↓ Left-Through	Ŭ	0	ŭ		0	Ĭ
<b>□</b> 0	↓ Through	0	0	0	0	0	0
Ψ̈́	← Through-Right		0			0	
Ė	بَ Right	0	0	0	0	0	0
SOUTHBOUND	← Left-Through-Right		0			0	
တ	→ Left-Right		0			0	
	ر Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
0	→ Through	1969	2	985	774	2	387
ΙΒ	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	- ≺ Left-Right		0			0	
	√ Left	72	0	72	72	0	72
₽	γ Leπ	12	1	12	12	1	12
<b>5</b>	← Through	477	1	455	1348	1	818
BO	← Through-Right	7//	Ó	700	10-10	Ö	010
ST	Right	0	0	0	0	Ö	0
WESTBOUND	Left-Through-Right	Ĭ	0	Ŭ		0	· ·
	├─ Left-Right		0			0	
		N	orth-South:	184	٨	lorth-South:	550
	CRITICAL VOLUMES		East-West:	1057		East-West:	818
			SUM:	1241		SUM:	1368
	VOLUME/CAPACITY (V/C) RATIO:			0.827			0.912
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.727			0.812
	LEVEL OF SERVICE (LOS):						
	DEMARKS.			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		İ AN	I PEAK HOU	IR	PI	R	
	No. of Phases	14.05		2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
•		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ū		0	O
Ŋ	↑ Through	0	0	0	0	0	0
BC	↑ Through-Right	Ŭ	0	ŭ		0	ŭ
l E	→ Right	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right	ľ	0	J		0	J
Ž	← Left-Right		0			0	
			<u> </u>				
	.→ Left	115	1	115	102	1	102
N N	├→ Left-Through		0			0	
0	↓ Through	0	1	0	4	1	4
P P	← Through-Right		1			1	
Ę	ب Right	35	0	35	59	0	59
SOUTHBOUND	Left-Through-Right		0			0	
0)	∠ Left-Right	<b> </b>	0			0	
	Ĵ Left				_		
۵	2010	0	0	0	0	0	0
Z		4770	0	500	705	0	040
ğ	→ Through → Through-Right	1770	3 0	590	725	3 0	242
E E	→ Through-Right → Right	989	2	544	324	2	178
EASTBOUND	Left-Through-Right	909	0	544	324	0	170
ш	→ Left-Right		0			0	
	<b>1</b>		, , , , , , , , , , , , , , , , , , ,				
	√ Left	99	1	99	301	1	301
			0			0	
	← Through	566	2	283	1494	2	747
STBOUND	← Through-Right		0			0	
S:	Right	0	0	0	0	0	0
WE	Left-Through-Right		0			0	
	⊱ Left-Right		0	445		0	400
	COLTICAL VOLUMES	l ^	orth-South:	115	_ ^	lorth-South:	102
	CRITICAL VOLUMES		East-West:	689		East-West:	747
	VOLUME/CARACITY (1/O) BATIO		SUM:	804		SUM:	849
	VOLUME/CAPACITY (V/C) RATIO:			0.536			0.566
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.466
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMADKS.						

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

AM PEAK HOUR PM PEAK HOUR							
	No. of Phases	,,,,,,,		3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
•		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	180	1	99	279	1	153
9	√ Left-Through	100	1	55	210	1	100
Ĭ	↑ Through	294	0	416	232	0	277
BC	↑ Through-Right	204	1	4.0	202	1	_,,
Ę	→ Right	122	0	122	45	0	45
NORTHBOUND	← Left-Through-Right	122	0	122		0	
Ź	← Left-Right		0			0	
						·	
	. Left	81	1	81	155	1	155
Ĭ			0			0	
٦	<b>↓ Through</b>	0	0	0	0	0	0
HB	← Through-Right		0			0	
SOUTHBOUND	୍∠ Right	149	1	0	517	1	416
ο̈́	← Left-Through-Right		0			0	
<b>"</b>	∠, Left-Right		0			0	
	Left	100	4	400		: 4 :	000
Q	→ Left  Left-Through	498	1 0	498	202	0	202
	→ Through	1383	2	692	622	2	311
20	→ Through-Right	1303	0	092	022	0	311
EASTBOUND	Right	0	0	0	0	0	0
ΑŠ	→ Left-Through-Right	Ĭ	0	ŭ		0	Ŭ
ш	→ Left-Right		0			o o	
	√ Left	0	0	0	0	0	0
N I	← Left-Through		0			0	
STBOUND	← Through	325	2	163	987	2	494
ΪĐ	Through-Right		0			0	
ES	Right	324	1	284	257	1	180
WE	Left-Through-Right		0			0	
	├─ Left-Right		0	407		O Courth	000
	CRITICAL VOLUMES	l ^	lorth-South: East-West:	497 782	^	lorth-South: East-West:	693
	CRITICAL VOLUMES		East-west: SUM:	782 1279		East-west: SUM:	696 1389
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:			SUIVI:	
				0.898			0.975
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.875
	LEVEL OF SERVICE (LOS):			С			D
	DEMADKS.	•			•		

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PI	PM PEAK HOU					
	No. of Phases	,,,,,,,		3	1 2 2		3				
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0				
•	_	EB 2	WB	0	EB 2	WB	0				
	ATSAC-1 or ATSAC+ATCS-2?			2			2				
	Override Capacity		No. of	Lane		No. of	l and				
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Lane Volume				
	↑ Left	0	0	0	0	0	0				
9	√ Left-Through	Ŭ	0	Ū		0	·				
Ŋ	↑ Through	0	0	0	0	0	0				
BC	↑ Through-Right	Ŭ	0	Ū		0	o				
∥ <del>Ĕ</del>	→ Right	0	0	0	0	0	0				
NORTHBOUND	← Kight ← Left-Through-Right		0	J	1	0	U				
Ž	← Left-Mough-Right  ← Left-Right		0			0					
	The Left-Right		U								
	↓ Left	17	1	17	22	1 1	22				
SOUTHBOUND	├→ Left-Through		0			0					
	↓ Through	1096	1	553	1050	1	531				
Ψ̈́	← Through-Right		1			1					
Ė	باً Right	9	0	9	12	0	12				
ğ	← Left-Through-Right		0			0					
S	→ Left-Right		0			0					
					,						
	ے Left	0	0	0	0	0	0				
Ĭ	→ Left-Through		0			0					
OL	→ Through	472	1	409	443	1	396				
TB	→ Through-Right	7-4	1		7.0	1 1					
EASTBOUND	Right	754	1	0	746	1	0				
Ē	Left-Through-Right		0			0					
	- ≺ Left-Right		0			0					
	√ Left	471	2	259	673	2	370				
9		7/1	0	200	0/3	0	0,0				
STBOUND	← Through	894	2	447	1084	2	542				
BC	← Through-Right		0			0	0.2				
ST	Right	0	0	0	0	0	0				
WE			0			0					
	├─ Left-Right		0			0					
			orth-South:	553		lorth-South:	531				
	CRITICAL VOLUMES		East-West:	668		East-West:	766				
			SUM:	1221		SUM:	1297				
	VOLUME/CAPACITY (V/C) RATIO:			0.857			0.910				
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.757			0.810				
	LEVEL OF SERVICE (LOS):			C			D				
	PEMARKS:			<u> </u>			U				

REMARKS:





I/S #: 17 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way

Scenario: Existing (2015) Plus Project - Alternative 3 Conditions

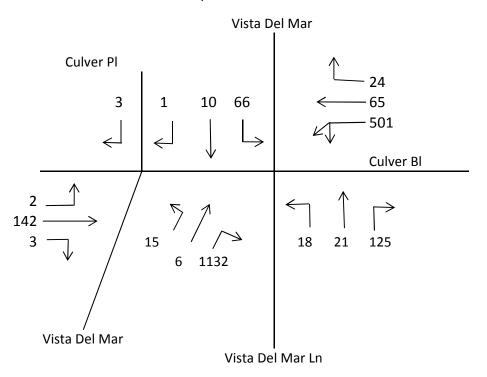
Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR PM PEAK HOUR						
	No. of Phases	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		3			3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0	
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0	
•		EB 0	WB	0	EB 0	WB	0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2	
	Override Capacity		No. of	Lane		No. of	0 Lane	
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	525	1	525	560	1	503	
9	↓ Left-Through	020	1	020		1		
징	↑ Through	1356	1	678	950	1	503	
<u>₩</u>	↑ Through-Right	1000	0	0.0		0		
NORTHBOUND	Right	576	1	576	397	1	397	
<u>6</u>	← Left-Through-Right		0			0		
Z	← Left-Right		0			0		
		0	0	0	0	0	0	
Z	Left-Through		0			0		
<u></u> 8	↓ Through	0	0	0	0	0	0	
∥ੁ≝ੁ	→ Through-Right	_	0	_	_	0		
SOUTHBOUND	الب Right	0	0	0	0	0	0	
SO	← Left-Through-Right		0			0		
	∠ Left-Right		0			. 0 :		
	ح Left	30	1	30	14	1 1	14	
9	ے Left-Through	00	0	00		Ö		
<u>ה</u>	→ Through	494	2	247	443	2	222	
EASTBOUND	→ Through-Right		0			0		
ST	ີ} Right	0	0	0	0	0	0	
E	→ Left-Through-Right		0			0		
	- ≺ Left-Right		0			0		
	C 1.5#			0		: 0		
Δ		0	0 0	0	0	0	0	
Ş	≀ ∟еπ-тпrougn ← Through	718	2	249	1228	2	424	
STBOUND	← Through-Right	7 10	1	243	1220	1	444	
ST	Right	30	0	30	43	0	43	
WE	Left-Through-Right		0	- 00		0	.0	
	├─ Left-Right		0			0		
		N	orth-South:	678	^	lorth-South:	503	
	CRITICAL VOLUMES		East-West:	279		East-West:	438	
			SUM:	957		SUM:	941	
	VOLUME/CAPACITY (V/C) RATIO:			0.672			0.660	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.560	
	LEVEL OF SERVICE (LOS):			Α			A	
	DEMARKS:			^				

REMARKS:

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT - ALT 3 CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



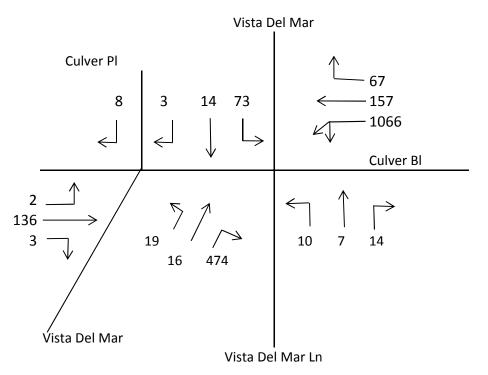
1. 
$$501 \times 0.55$$
 or  $(65 + 24)$ 

3. 
$$(2+142+3)$$

4. 
$$66 + (18 + 21 + 125)$$
 or  $18 + (66 + 10 + 1)$ 

# CMA METHODOLOGY EXISTING (2015) PLUS PROJECT - ALT 3 CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



1. 
$$1066 \times 0.55$$
 or  $(157 + 67)$ 

3. 
$$(2+136+3)$$

4. 
$$73 + (10 + 7 + 14)$$
 or  $10 + (73 + 14 + 3)$ 





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AM DEAK HOUR DM DEAK HOUR							
	50 Fa_0	AM	PEAK HOUR		PN	PM PEAK HOU			
	No. of Phases			3			3		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NR -	Ç.D	0		
ı	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	ъв WВ	3	EB 0	ъв WВ	3		
	ATSAC-1 or ATSAC+ATCS-2?	LD	WB	2	<b>LD</b> == 0	WD	2		
	Override Capacity			0			0		
			No. of	Lane		No. of	Lane		
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume		
	↑ Left	<b>2</b> 5	1	25	25	1	25		
Ĭ	←↑ Left-Through		0			0			
ر ا	∱ Through	1213	1	621	1093	1	606		
HB	<b>├</b> Through-Right		1			1			
NORTHBOUND	<b>├</b> Right	29	0	29	119	0	119		
💆	< <b>├→</b> Left-Through-Right		0			0			
			0			0			
					,				
۵	└→ Left	239	1	239	283	1	283		
	⇒ Left-Through		0			0			
30	Through	1233	1	626	1441	1	733		
#	→ Through-Right	40	1	4.0		1	0.4		
SOUTHBOUND	✓ Right	19	0	19	24	0	24		
SC	← Left-Through-Right		0			0 0			
	∠, Left-Right		0			U			
	ح Left	14	0	14	16	0	16		
₽	→ Left-Through	14	1	14	10	1	10		
EASTBOUND	→ Through	19	0	32	51	0	55		
BO	→ Through-Right		1	32		1			
ST	Right	16	0	32	27	0	55		
ĕ¥≡	→ Left-Through-Right		0			0			
_	- ✓ Left-Right		0			0			
	*								
	✓ Left	23	1	23	25	1	25		
X			0			0			
ر 10	← Through	43	0	204	40	0	224		
WESTBOUND	Through-Right		1			1			
ES	Right	364	1	0	407	1	0		
>	Left-Through-Right Left-Right		0			0			
	↓ Leπ-Rigin		0	000		0	000		
	CRITICAL VOLUMES	,	orth-South: East-West:	860	^	lorth-South: East-West:	889 240		
	CRITICAL VOLUMES		East-west: SUM:	218 1078		East-vvest: SUM:	240 1129		
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI.			SUIVI.			
	, ,			0.756			0.792		
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.692		
	LEVEL OF SERVICE (LOS):			В			В		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		Al	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO: ATOM 60	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	30	1	30	18	1	18
9	√ Left-Through		0	00	10	0	10
ן אַ	↑ Through	821	1	438	688	1	418
BC	↑ Through-Right	021	1	400	000	1	410
l E	→ Right	55	0	55	148	0	148
NORTHBOUND	←		0	00	140	0	170
Ž	← Left-Right		0			0	
	Leteragne	1	· ·				
	. Left	470	1	470	406	1	406
¥	├→ Left-Through		0			0	
0	↓ Through ¯	702	1	360	1090	1	553
H H	← Through-Right		1			1	
SOUTHBOUND	ب Right	18	0	18	16	0	16
∥ <u>ŏ</u>	← Left-Through-Right		0			0	
0	∠ Left-Right		0			0	
					1		
	J Left	20	1	20	20	1	20
Z	→ Left-Through		0	70	40	0	00
ĭ ĭ	→ Through  → Through-Right	57	0	79	46	0	68
E E	→ Through-Right → Right	22	1 0	0	22	0	0
EASTBOUND	→ Left-Through-Right	22	0	U	22	0	0
ш	↓ Left-Right		0			0	
	) Lett-ragin		J			U U	
	√ Left	163	1	126	275	1	150
			1			1	
<u> </u>	← Through	89	0	126	24	0	150
WESTBOUND	← Through-Right		0			0	
S	Right Right	451	1	0	467	1	61
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	OBITION VOLUME	<u>۸</u>	orth-South:	908	^	lorth-South:	824
	CRITICAL VOLUMES		East-West:	205		East-West:	218
			SUM:	1113		SUM:	1042
	VOLUME/CAPACITY (V/C) RATIO:			0.809			0.758
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.658
	LEVEL OF SERVICE (LOS):			С			В
	DEMARKS.			U		i	D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		Al	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	ľ	0	Ü		0	O
ă	↑ Through	0	0	0	0	0	0
ВС	↑ Through-Right	ľ	0	ŭ		0	v
I	→ Right	0	0	0	0	0	0
NORTHBOUND	← Kight Left-Through-Right	I	0	J		0	J
Ž	Left-Right		0			0	
	Leteragne	1		:			
	. Left	695	2	382	995	2	547
Z	├→ Left-Through		0			0	
O	↓ Through ¯	20	0	0	0	0	0
HB	← Through-Right		0			0	
SOUTHBOUND	ب Right	78	1	34	126	1	102
ğ	<⇒ Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
			, , ,				
٥	J Left  ↑ Left Through	88	1	88	49	1	49
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	440	0	00	400	0	0.5
ŏ	→ Through → Through-Right	119	2 0	60	169	2 0	85
E E	Right	0	0	0	0	0	0
EASTBOUND	↓ Kight	0	0	U	0	0	U
ш	↓ Left-Right		0			0	
	1 1 = 0.1.1.291.1	·			l		
	√ Left	0	0	0	0	0	0
WESTBOUND			0			0	
C	← Through	98	1	98	145	1	145
Ī	← Through-Right		0			0	
S	Right Right	791	1	409	546	1	0
WE	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	OBITION VOLUME	<u>۸</u>	lorth-South:	382	North-South:		547
	CRITICAL VOLUMES		East-West:	497		East-West:	194
	VOLUME (A DA CITY A VOLUME )		SUM:	879		SUM:	741
	VOLUME/CAPACITY (V/C) RATIO:			0.586			0.494
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.486			0.394
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMARKS:	<u> </u>			<u> </u>	i	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 3	WB	3	<b>EB</b> 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	665		366	499	2	274
9	I :	000	2	300	499	: :	2/4
	← Left-Through	4040	0	F70	4444	0	EAE
BO	↑ Through	1619	2	578	1411	2	545
IE	Through-Right	445	1	445	005	1	205
NORTHBOUND	Right	115	0	115	225	0	225
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	│	264	2	145	223	2	123
SOUTHBOUND	Left-Through	204	0	140	223	0	120
∥ਨੋ	↓ Through	1613	2	578	1591	2	571
BC	→ Through-Right	1010	1	0,0	1001	1	0, 1
IĖ	→ Right	122	0	122	123	0	123
0	Left-Through-Right		0			0	
Š	↓ Left-Right		0			0	
		89	2	49	113	2	62
N N	→ Left-Through		0			0	
<b>■</b>	→ Through	810	2	405	742	2	371
ΙΒ̈́	→ Through-Right		0			0	
EASTBOUND	Right	587	1	221	548	1	274
Ē	Left-Through-Right		0			0	
	Left-Right	l	0			0	
	√ Left	141	2	78	278	2	153
	√ Left-Through	141	0	70	210	0	153
₹	← Through	730	2	365	831	2	416
BG	← Through-Right	700	0	000	001	0	710
WESTBOUND	Right	198	1	53	268	1	145
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		N	orth-South:	944	٨	lorth-South:	845
	CRITICAL VOLUMES		East-West:	483		East-West:	524
			SUM:	1427		SUM:	1369
	VOLUME/CAPACITY (V/C) RATIO:			1.038			0.996
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.938			0.896
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS).			Е			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

			AM	PEAK HOUR	,	PI	/ PEAK HOU	R
	No. of Phases				3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	_			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB	0	SB	0	NB 0	SB	0
	ATO A C. A. T. ATO A C. ATO C. O.	EB	0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2			2
	Override Capacity			No. of	Lane		No. of	Lane
	MOVEMENT	Volum	ie	Lanes	Volume	Volume	Lanes	Volume
	ጎ Left		0	0	0	0	0	0
N	<ौ Left-Through			0			0	
00	∱ Through	1	524	2	585	1632	2	646
Ψ	∱ Through-Right			1			1	
NORTHBOUND	Right		231	0	231	307	0	307
ΙŌ	← Left-Through-Right			0			0	
				0			0	
	↓ Left	1	005	2	553	919	2	505
SOUTHBOUND	⇒ Left-Through		<b>500</b>	0	500	4000	0	222
8	↓ Through	1	569	3	523	1828	3	609
ĮΞ			0	0	0	0	0 0	0
Σ			0	0 0	0	0	0	0
SC	Left-Right			0			0	
	2 Lett-Right						· ·	
	→ Left		0	0	0	0	0	0
9				0			0	_
ן אַ	→ Through		0	0	0	0	0	0
BC	→ Through-Right			0			0	
EASTBOUND	ີ} Right		0	0	0	0	0	0
EA	Left-Through-Right			0			0	
	-{ Left-Right			0			0	
	C 1.4		000		400	007		400
۵	✓ Left		223	2	123	237	2	130
			0	0 0	0	0	0 0	0
∥ Õ	← Through-Right		U	0	U	l	0	U
STE	Right	1	251	2	135	946	2	15
WESTBOUND	Left-Through-Right	'		0			0	10
>	} Left-Right			0			0	
			٨	lorth-South:	1138	۸	lorth-South:	1151
	CRITICAL VOLUMES			East-West:	135		East-West:	130
				SUM:	1273		SUM:	1281
	VOLUME/CAPACITY (V/C) RATIO:				0.893			0.899
V/	C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.799
	LEVEL OF SERVICE (LOS):				C			C
	PEMARKS:					<u> </u>		U

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		İ AN	I PEAK HOU	IR	PI	PM PEAK HOU				
	No. of Phases	,,,,,,,		4			4			
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			
,	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0			
		EB 0	WB	0	EB 0	WB	0			
	ATSAC-1 or ATSAC+ATCS-2?			2			2			
	Override Capacity		No. of	0 Lane		No. of	0 Lane			
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume			
	↑ Left	207	1	207	126	1	126			
P	- Left-Through	207	0	20,	120	0	120			
<u> </u>	↑ Through	1493	2	506	1510	2	508			
₽ B	↑ Through-Right		1			1				
NORTHBOUND	Right	24	0	24	13	0	13			
Q	← Left-Through-Right		0			0				
Z	← Left-Right		0			0				
۵	→ Left	40	1	40	59	1	59			
Z	├─ Left-Through		0			0				
<u>∑</u>	↓ Through	1553	2	608	1738	2	685			
∥ੁ∺	→ Through-Right	:	1			1				
SOUTHBOUND	الب Right	272	0	272	317	0	317			
SC	← Left-Through-Right ∴ Left-Right		0 0			0				
	Leit-Right	I	U			. 0				
	ا _ Left	220	1	111	344	1 1	174			
9	_் Left-Through	223	1			1				
Ŋ	→ Through	1	0	111	3	0	174			
BC	<b>▽</b> Through-Right		0			0				
EASTBOUND	Right	62	1	0	114	1	51			
A	→ Left-Through-Right		0			0				
	- ≺ Left-Right	<b> </b>	0			0				
	C 1 of	1 2	0			: ^ :	4.5			
₽		3	0 0	3	15	0	15			
S	← Through	1	0	16	2	0	26			
STBOUND	← Through-Right	'	0	10		0	20			
ST	Right	12	0	0	9	0	0			
WE			1			1	-			
	├─ Left-Right		0			0				
		N	orth-South:	815	٨	lorth-South:	811			
	CRITICAL VOLUMES		East-West:	127		East-West:	200			
			SUM:	942		SUM:	1011			
	VOLUME/CAPACITY (V/C) RATIO:			0.685			0.735			
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.635			
	LEVEL OF SERVICE (LOS):			Α			В			
	DEMARKS:	<u> </u>		73	<u> </u>					

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	AM PEAK HOUR PM PEAK HOUF					
	No. of Phases			4			4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0	
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	0	NB 3	SB	0	
		EB 0	WB	0	<b>EB</b> 0	WB	0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2	
	Override Capacity		No. of	0		No of	0	
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
	↑ Left	195		195	101	!	101	
9	i :	195	1	195	101	1	101	
5	← Left-Through	1607	0	FGG	1404	0 3	498	
BO	↑ Through	1697	3	566	1494	: :	496	
IE	Through-Right	454	0	000	200	0	400	
NORTHBOUND	Right	451	1	288	368	1	106	
×	← Left-Through-Right		0			0		
	← Left-Right	<u> </u>	0			0		
	└ Left	178	1	178	241	1 1	241	
SOUTHBOUND	Left-Through	170	0	1/0	241	0	241	
Ĭ	↓ Through	1327	2	456	1691	2	584	
BC	→ Through-Right	1027	1	400	1091	1	304	
∓	→ Right	41	0	41	60	Ö	60	
∂	← Left-Through-Right	71	Ö	-7.1		Ö	00	
Š	Left-Right		0			0		
_	ے Left	0	0	0	0	0	0	
			0			0		
חכ	ightarrow Through	576	1	313	547	1	371	
BC	→ Through-Right		1			1		
EASTBOUND	Right	50	0	50	194	0	194	
A	→ Left-Through-Right		0			0		
	- ✓ Left-Right		0			0		
	C 1-#			400	1 477			
	✓ Left	297	2 0	163	477	2	262	
		460	0 1	200	575	0	220	
<u>0</u>	← Through ← Through-Right	460	1	288	575	1	329	
WESTBOUND	Right	115	0	115	82	0	82	
ES	Left-Through-Right	1 10	0	110	02	0	02	
>	Left-Right		0			0		
	,		orth-South:	744	^	lorth-South:	739	
	CRITICAL VOLUMES	·	East-West:	476	· ·	East-West:	633	
			SUM:	1220		SUM:	1372	
	VOLUME/CAPACITY (V/C) RATIO:			0.887			0.998	
1//	C LESS ATSAC/ATCS ADJUSTMENT:							
"				0.787			0.898	
	LEVEL OF SERVICE (LOS):			С			D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
		EB 1	WB	0	EB 1	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT		Lanes	Volume	Volume	Lanes	Volume
	↑ Left	Volume 893	2	491	732	2	403
9	√ Left-Through	000	0	701	102	0	400
ă	↑ Through	2160	2	733	1852	2	630
ВС	↑ Through-Right	2100	1	700	1002	1	000
H	→ Right	38	0	38	39	0	39
NORTHBOUND	← Kight ← Left-Through-Right	00	0	50	09	0	00
Ž	← Left-Right		0			0	
		52	1	52	47	1	47
Z	├→ Left-Through		0			0	
O	↓ Through	1571	2	549	2241	2	780
HB	← Through-Right		1			1	
SOUTHBOUND	ب Right	76	0	76	99	0	99
ğ	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
						. , .	
٥	J Left Through	72	1	72	89	1	89
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	47	0	47	05	0	O.F.
ŏ	→ Through → Through-Right	17	1 0	17	25	1 0	25
E E	Right	629	1	0	995	1	0
EASTBOUND	Left-Through-Right	029	0	U	995	0	U
ш	↓ Left-Right		0			0	
	1 1 2011 (1/2)						
	✓ Left	31	0	31	53	0	53
N O			1			1	
WESTBOUND	← Through	10	0	45	28	0	56
Ī	Through-Right		1			1	
S:		35	0	0	28	0	0
ME.	Left-Through-Right		0			0	
	<b>├</b> Left-Right		0	,		0	
CRITICAL VOLUMES		<u>۸</u>	orth-South:	1040	_ ^	lorth-South:	1183
			East-West:	117		East-West:	145
			SUM:	1157		SUM:	1328
VOLUME/CAPACITY (V/C) RATIO:				0.812			0.932
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.832
LEVEL OF SERVICE (LOS):				С			D
<u> </u>	DEMARKS:	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT		Lanes	Volume	Volume	Lanes	Volume
	↑ Left	Volume 0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ū		0	O
ן אַ בֿע	↑ Through	2776	2	1294	2279	2	939
ВС	↑ Through-Right	2110	1	1234	2213	1	303
l E	→ Right	1107	0	1107	539	0	539
NORTHBOUND	← Kight Left-Through-Right	1107	0	1107	009	0	000
Ž	Left-Right		0			0	
	Ecteragine		<u> </u>				
	. Left	0	0	0	0	0	0
N N	├→ Left-Through		0			0	
0	↓ Through ¯	2274	2	1137	3250	2	0
H H	← Through-Right		0			0	
SOUTHBOUND	ب Right	0	0	0	0	0	0
ğ	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
					1		
	J Left	0	0	0	0	0	0
Z	→ Left-Through	0	0	_		0	0
ğ	→ Through  → Through-Right	0	0	0	0	0	0
E	→ Through-Right → Right	0	0 0	0	0	0 0	0
EASTBOUND	Left-Through-Right	U	0	U	0	0	0
ш	↓ Left-Right		0			0	
	) Lett-ragin		<u> </u>				
	√ Left	0	0	0	0	0	0
			0	ŭ		0	
WESTBOUND	← Through	0	0	0	0	0	0
<u>B</u>	← Through-Right		0			0	
S	<u>,</u> Right	311	2	171	311	2	171
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
CRITICAL VOLUMES		North-South:		1294	^	lorth-South:	939
			East-West:	171		East-West:	171
			SUM:	1465		SUM:	1110
VOLUME/CAPACITY (V/C) RATIO:				0.977			0.740
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.640
LEVEL OF SERVICE (LOS):				D			В
	DEMARKS:	<u> </u>					

REMARKS:





I/S #: 10 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR			
No. of Phases				4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 3	SB	3	NB 3	SB	3	
		EB 0	WB	3	<b>EB</b> 0	WB	3	
ATSAC-1 or ATSAC+ATCS-2?				2			2	
Override Capacity			No. of	0		No of	0	
MOVEMENT		Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
5 1.4		18		18	42	!	42	
9	↑ Left Through	10	1	10	42	1	42	
5	← Left-Through	2042	0	764	1702	0	448	
BO	↑ Through	3043	4	761	1793	4	446	
IE	Through-Right	CAE	0	400	204	0	20	
NORTHBOUND	├─ Right	645	1	436	361	1	29	
∥ ĭ	← Left-Through-Right		0			0		
	← Left-Right		0			0		
	└- Left	550	2	303	679	2	373	
SOUTHBOUND	Left-Through	330	0	303	019	0	3/3	
∥ਨੋ	↓ Through	1286	4	322	1899	4	475	
BC	√ Through-Right	1200	0	OZZ	1000	Ö	470	
IĖ	√ Right	195	1	0	708	1	604	
0	← Left-Through-Right		0			0		
S	↓ Left-Right		0			0		
	<u> </u>	199	1	199	104	1	104	
N N	→ Left-Through		0			0		
<b>■</b>	→ Through	410	2	153	261	2	117	
Ϊ́Β	→ Through-Right		1			1		
EASTBOUND	Right	50	0	50	89	0	89	
Ē	Left-Through-Right		0			0		
	- ≺ Left-Right	L	0			0		
	√ Left	380	2	209	603	2	332	
	γ Left	360	0	209	003	0	332	
₹	← Through	180	2	90	498	2	249	
WESTBOUND	← Through-Right		0	50	400	0	2-10	
ST	Right	833	2	155	965	2	158	
¥	Left-Through-Right		0			0		
	├─ Left-Right		0			0		
		North-South:		1064	North-South:		821	
	CRITICAL VOLUMES		East-West:	362		East-West:	449	
			SUM:	1426		SUM:	1270	
VOLUME/CAPACITY (V/C) RATIO:				1.037			0.924	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.937			0.824	
LEVEL OF SERVICE (LOS):								
	DEMARKS.			Е			D	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 3	SB	0	NB 3	SB	0
		EB 0	WB	3	<b>EB</b> 0	WB	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity			No. of	Lane		No. of	Lane
	MOVEMENT		Lanes	Volume	Volume	Lanes	Volume
	↑ Left	Volume 0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ü		0	· ·
ן אַ בֿע	↑ Through	3469	4	867	2321	4	580
BC	↑ Through-Right	0409	0	007	2021	0	300
l E	→ Right	802	1	613	397	1	142
NORTHBOUND	← Kight Left-Through-Right	002	0	010	091	0	172
Ž	Left-Right		0			0	
			<u>,                                     </u>		l		
	. Left	146	2	80	68	2	37
N N	├─ Left-Through		0			0	
0	↓ Through	1545	4	386	2604	4	651
H H	← Through-Right		0			0	
SOUTHBOUND	ب Right	0	0	0	0	0	0
ğ	<⇒ Left-Through-Right		0			0	
0)	∠, Left-Right		0			0	
					_		_
۵	J Left  ↑ Left Through	0	0	0	0	0	0
Z	→ Left-Through	_	0	•		0	•
ğ	→ Through → Through-Right	0	0 0	0	0	0 0	0
E E	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	U	0	U	0	0	U
Ш	↓ Left-Right		0			0	
	) Lett ragin	•	· ·				
	√ Left	343	2	189	463	2	255
WESTBOUND			0			0	
C	← Through	0	0	0	0	0	0
<u>B</u>	← Through-Right		0			0	
S.	Right	45	1	0	80	1	43
KE	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
CRITICAL VOLUMES		l ^	orth-South:	947	^	lorth-South:	651
			East-West:	189		East-West:	255
			SUM:	1136		SUM:	906
VOLUME/CAPACITY (V/C) RATIO:				0.797			0.636
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.536
LEVEL OF SERVICE (LOS):				В			Α
<u> </u>	DEMARKS:	<u> </u>			<u> </u>		/1

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0			0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 1 EB 0	SB WB	0	NB 1 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB   0	VVD	2	<i>LB</i> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	IVIOVEIVIENT	Volume	Lanes	Volume	Volume	Lanes	Volume
∟	<u> </u>	10	0	10	45	0	45
	← Left-Through		1			1	
NORTHBOUND	↑ Through	0	0	10	3	0	48
ᄩ	Through-Right	0.40	0		404	0	•
<b> </b>	Right	916	1	0	421	1	0
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	4	0	4	1	0	1
SOUTHBOUND	↓ Left-Through		0	,	'	Ö	•
∥∂	↓ Through	0	0	5	1	0	2
Ř	← Through-Right		0			0	
E	ب Right	1	0	0	0	0	0
ΜĞ	← Left-Through-Right		1			1	
U"	∠ Left-Right	<u> </u>	0			0	
	│	1 4	1			1	0
₽	→ Left  Left-Through	1	0	1	2	0	2
3	→ Through	1577	1	797	656	1	350
<u>8</u>	→ Through-Right	1011	1	701		1	
ST	→ Right	16	0	16	44	0	44
EASTBOUND	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
۵ ا	✓ Left	375	1	375	1051	1	1051
		E00	0	006	4.570	0	700
<u> </u>	← Through ← Through-Right	589	1	296	1578	1	790
ESTBOUND	Right	2	0	2	2	0	2
WE	Left-Through-Right	_	0	2	_	0	2
>	Ç Left-Right		Ō			0	
		N	orth-South:	15	٨	lorth-South:	49
	CRITICAL VOLUMES		East-West:	1172		East-West:	1401
			SUM:	1187		SUM:	1450
	VOLUME/CAPACITY (V/C) RATIO:			0.833			1.018
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.733			0.918
	LEVEL OF SERVICE (LOS):			С			Е
Щ	, /-	L					_

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	383		211	1160	2	638
9	I .	303	2	211	1160	:	030
5	← Left-Through	0	0	0		0	0
BO	↑ Through	0	0	0	0	0	0
IE	Through-Right	05	0	0	- F	0	EE
NORTHBOUND	Right	25	1	0	55	1	55
ĭ	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	└- Left	0	0	0	0	0	0
SOUTHBOUND	Left-Through	l	0	U		0	U
<u> </u>	↓ Through	0	0	0	0	0	0
BC	✓ Through-Right	Ĭ	0	ŭ		Ö	ŭ
IĖ	→ Right	0	0	0	0	0	0
	← Left-Through-Right	Ŭ	0	ŭ		0	ŭ
Š	↓ Left-Right		0			0	
		•					
	Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
00	→ Through	2071	2	1036	836	2	418
<u>B</u>	<b>◯</b> Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
É	Left-Through-Right		0			0	
	- ≺ Left-Right	l	0			0	
	√ Left	407	0	407	420	. 0	420
₽	γ Leπ <del>√</del> Left-Through	127	1	127	138	0	138
S	← Through	511	1	511	1440	1	996
BO	← Through-Right	011	0	011	1440	Ö	330
ST	Right	0	0	0	0	Ö	0
WESTBOUND	Left-Through-Right	ľ	0	ŭ		0	v
_	├ Left-Right		0			0	
	·	N	orth-South:	211	٨	lorth-South:	638
	CRITICAL VOLUMES		East-West:	1163		East-West:	996
			SUM:	1374		SUM:	1634
	VOLUME/CAPACITY (V/C) RATIO:			0.916			1.089
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.816			0.989
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			D			Е

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	VI PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	Volume 0		0	O		0
9	:	U	0	U	0	0	U
5	← Left-Through	0	0	0		0	•
BO	↑ Through	0	0	U	0	0	0
IE	Through-Right	_	0	0		0	0
NORTHBOUND	Right	0	0	0	0	0	0
×	← Left-Through-Right		0			0	
	← Left-Right	<b></b> ;	0			0	
		129	1	129	114	1 1	114
SOUTHBOUND	Left-Through	129	0	129	114	0	114
Ĭ	↓ Through	0	1	0	4	1	4
BC	→ Through-Right	Ŭ	1	Ū	7	1	7
∓	→ Right	37	0	37	62	0	62
∂	← Left-Through-Right	01	Ö	0,	02	Ö	02
Š	↓ Left-Right		0			0	
_	ے Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
	ightarrow Through	1867	3	622	795	3	265
BC	→ Through-Right		0			0	
EASTBOUND	Right	1043	2	574	364	2	200
E	→ Left-Through-Right		0			0	
	-	<u> </u>	0			0	
	C 1-#	140		440	1 007		207
Δ	✓ Left ✓ Left Through	118	1	118	337	1 0	337
		640	0 2	240	1600	2	905
<u>0</u>	← Through-Right	619	0	310	1609	0	805
WESTBOUND	Right	0	0	0	0	0	0
ES	Left-Through-Right	ľ	0	U		0	U
>	Left-Right		0			0	
	γ =	N	orth-South:	129	^	lorth-South:	114
	CRITICAL VOLUMES	·	East-West:	740		East-West:	805
			SUM:	869		SUM:	919
	VOLUME/CAPACITY (V/C) RATIO:			0.579			0.613
W	C LESS ATSAC/ATCS ADJUSTMENT:						
"				0.479			0.513
	LEVEL OF SERVICE (LOS):			Α			Α

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard

Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	M PEAK HOU	IR .	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	191		105	300		165
9	I :	191	1	105	300	1	100
5	← Left-Through	200	1	448	264	1	311
BO	↑ Through	320	0	446	264	0	311
ᄪ	Through-Right	100	1	100	47	1	47
NORTHBOUND	Right	128	0	128	47	0	47
ĭ	← Left-Through-Right		0 0			0 0	
	← Left-Right	l .	U				
_	└ Left	92	1	92	173	1 1	173
SOUTHBOUND	Left-Through	32	0	52	173	0	173
	↓ Through	0	0	0	0	Ö	0
<u>₩</u>	✓ Through-Right	Ĭ	0	ű		0	ŭ
ΙĖ	√ Right	181	1	0	579	1	465
٦	← Left-Through-Right		0			0	
ေ			0			0	
	Left	530	1	530	228	1	228
Z	→ Left-Through		0			0	
0	→ Through	1462	2	731	678	2	339
TB	→ Through-Right		0			0	_
EASTBOUND	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
	Left-Right	l	0			0	
	√ Left	0	0	0	0	0	0
Q	√ Left-Through	l	0	U		0	U
WESTBOUND	← Through	353	2	177	1055	2	528
BG	← Through-Right		0	177	1000	0	020
ST	Right	352	1	306	300	1	214
Ę	Left-Through-Right	332	0			0	
	Ç Left-Right		0			0	
		N	lorth-South:	540	٨	lorth-South:	776
	CRITICAL VOLUMES		East-West:	836		East-West:	756
			SUM:	1376		SUM:	1532
	VOLUME/CAPACITY (V/C) RATIO:			0.966			1.075
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.866			0.975
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			D			Е

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 2	WB	0	EB 2	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No of	0		No of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
				Volume 0			
Ω	↑ Left	0	0	U	0	0	0
5	← Left-Through	0	0	0		0	0
BO	↑ Through	0	0	0	0	0	0
IE	Through-Right		0	_		0	0
NORTHBOUND	Right	0	0	0	0	0	0
Ž	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	. 1 054	1 40	4	40	1 00	4	0.2
9	→ Left → Left-Through	18	1 0	18	23	1 0	23
Ž	↓ Through	1204	1	607	1120	1	571
ВС	→ Through	1204	1	607	1129	1	5/1
SOUTHBOUND	→ Milough-Right → Right	9	0	9	13	0	13
בת	← Left-Through-Right	9	0	9	13	0	13
SC	↓ Left-Right		0			0	
	200 Ecreragite		U				
	ر Left	0	0	0	0	0	0
9	→ Left-Through	Ŭ	0	ŭ		0	ŭ
Ď	→ Through	499	1	432	487	1	427
ВС	→ Through-Right		1			1	
EASTBOUND	Right	797	1	0	793	1	0
Ä	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	`						
	✓ Left	512	2	282	722	2	397
WESTBOUND			0			0	
<u>م</u>	← Through	947	2	474	1157	2	579
TB	Through-Right		0			0	
ES.	Right	0	0	0	0	0	0
⋝	Left-Through-Right		0			0	
	├─ Left-Right		0		_	0	
	CRITICAL VOLUMES	l ^	orth-South:	607	_ ^	lorth-South:	571
	CRITICAL VOLUMES		East-West:	714		East-West:	824
	VOLUME CARACITY (1/O) BATIS		SUM:	1321		SUM:	1395
	VOLUME/CAPACITY (V/C) RATIO:			0.927			0.979
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.827			0.879
	LEVEL OF SERVICE (LOS):			D			D
<u> </u>	DEMARKS:	<u> </u>				i	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions

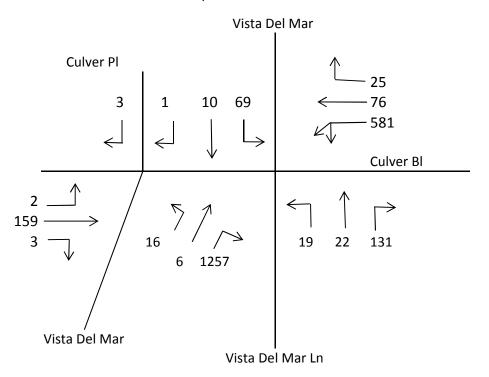
Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R	
	No. of Phases			3			3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.5	0	A/D 0	0.5	0	
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0	
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	VVD	2	<b>EB</b> 0	VVD	2	
	Override Capacity			0			0	
			No. of	Lane		No. of	Lane	
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	549	1	549	589	1	563	
Ĭ	←∱ Left-Through		1			1		
ğ	∱ Through	1449	1	725	1099	1	563	
里	∱ Through-Right		0			0		
NORTHBOUND	<mark>├</mark> Right	608	1	608	443	1	443	
9	← Left-Through-Right		0			0		
	← Left-Right	<b> </b>	0			0		
					-			
Q	Left	0	0	0	0	0	0	
5	Left-Through		0	0		0	•	
ВС	↓ Through	0	0 0	0	0	0 0	0	
SOUTHBOUND	← Through-Right  → Right	0	0	0	0	0	0	
<u> </u>	← Left-Through-Right	U	0	U		0	o	
SC	Left-Right		0			Ö		
		•		:				
	ے Left	34	1	34	26	1	26	
N	→ Left-Through		0			0		
EASTBOUND	ightarrow Through	519	2	260	476	2	238	
B	<b>◯</b> Through-Right		0			0		
[S]	Right	0	0	0	0	0	0	
Ā	→ Left-Through-Right		0			0		
	- ≺ Left-Right	l	0			0		
	√ Left		0				0	
Ω		0	0 0	0	0	0 0	0	
Š	← Through	782	2	274	1323	2	460	
WESTBOUND	← Through-Right	102	1	214	1020	1	400	
ST	Right	39	0	39	57	0	57	
Ę	Left-Through-Right		0	- 55	]	0		
	├─ Left-Right		0			0		
		N	orth-South:	725	٨	lorth-South:	563	
	CRITICAL VOLUMES		East-West:	308		East-West:	486	
			SUM:	1033		SUM:	1049	
	VOLUME/CAPACITY (V/C) RATIO:			0.725			0.736	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.625			0.636	
	LEVEL OF SERVICE (LOS):			В			В	
	ELVEL OF SERVICE (EOS).			D			D	

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT - ALT 3 CONDITIONS AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

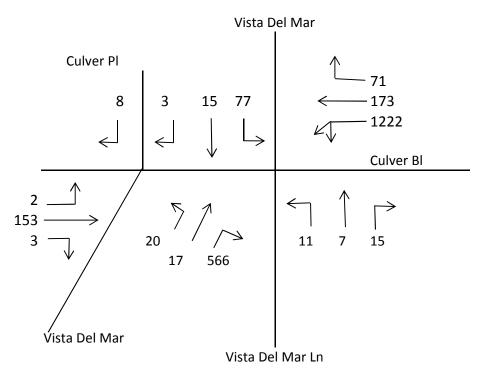


3. 
$$(2+159+3)$$

4. 
$$69 + (19 + 22 + 131)$$
 or  $19 + (69 + 10 + 1)$ 

# CMA METHODOLOGY CUMULATIVE (2023) PLUS PROJECT - ALT 3 CONDITIONS PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



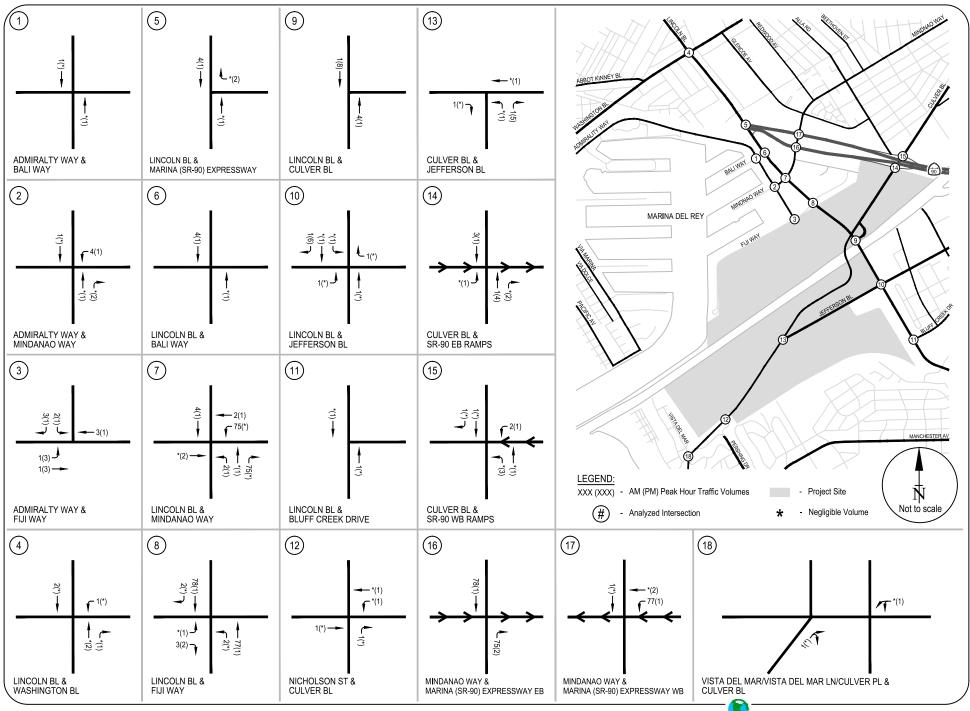
3. 
$$(2+153+3)$$

4. 
$$77 + (11 + 7 + 15)$$
 or  $11 + (77 + 15 + 3)$ 

### **APPENDIX L**

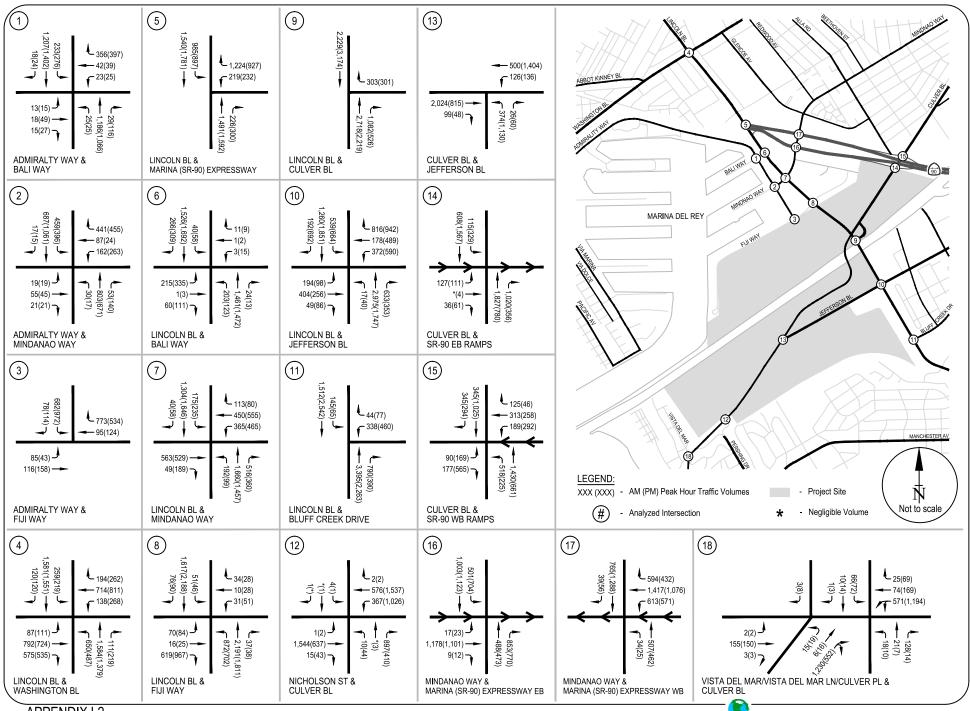
**Level of Service Worksheets** 

**Cumulative (2019) with Project Construction Activity – Alternative 3 Conditions** 



APPENDIX L1
ALTERNATIVE 3 CONSTRUCTION ACTIVITY TRIPS - PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.



APPENDIX L2
CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY - ALTERNATIVE 3
PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.





I/S #:

PROJECT TITLE: Ballona Wetlands Restortation Project

North-South Street: Admiralty Way East-West Street: Bali Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

		АМ	PEAK HOUF	र	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	EB 0	3В WВ	0
	ATSAC-1 or ATSAC+ATCS-2?		.,,	2		.,,	2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	↑ Left	25	1	25	25	1	25
	< <b>↑</b> Left-Through		0			0	
NORTHBOUND	∱ Through	1186	1	608	1066	1	591
뛰	Through-Right		1			1	
F	├─ Right	29	0	29	116	0	116
8	← Left-Through-Right		0			0	
	Left-Right		0			0	
_	└ Left	233	1	233	276	1	276
	↓ Left-Through	200	0	200	210	0	2,0
O	↓ Through	1207	1	613	1402	1	713
Ψ̈́	← Through-Right		1			1	
SOUTHBOUND	اب Right	18	0	18	24	0	24
SO	Left-Through-Right		0			0	
	∠ Left-Right		0			0	
	Left	13	0	13	15	0	15
9	→ Left-Through	10	1	10		1	.0
EASTBOUND	→ Through	18	0	30	49	0	53
<u>B</u>	→ Through-Right		1			1	
S	Right	15	0	30	27	0	53
E/	Left-Through-Right		0			0	
	{ Left-Right		0			0	
	√ Left	23	1	23	25	1	25
9	✓ Left-Through	20	0	20		0	20
	← Through	42	0	199	39	0	218
∥ ĭ	← Through-Right		1			1	
WESTBOUND	Right	356	1	0	397	1	0
Į₹	Left-Through-Right		0			0	
	├─ Left-Right	Α.	0 orth-South:	841		0 lorth-South:	867
	CRITICAL VOLUMES	· · · · · · · · · · · · · · · · · · ·	East-West:	212	"	East-West:	233
	55. <u></u> 1.3 <b></b>		SUM:	1053		SUM:	1100
	VOLUME/CAPACITY (V/C) RATIO:			0.739			0.772
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.639			0.672
	LEVEL OF SERVICE (LOS):						
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO: ATOM 60	EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	30	1	30	17	1	17
9	√ Left-Through		0	30	17	0	' '
ן אַ	↑ Through	803	1	428	671	1	406
BC	↑ Through-Right	000	1	420	071	1	400
l E	→ Right	53	0	53	140	0	140
NORTHBOUND	←		0	00	140	0	140
Ž	Left-Right		0			0	
			<u> </u>				
	. Left	459	1	459	396	1	396
¥	├→ Left-Through		0			0	
0	↓ Through	687	1	352	1061	1	538
H H	← Through-Right		1			1	
SOUTHBOUND	ب Right	17	0	17	15	0	15
∥ <u>ŏ</u>			0			0	
0	∠ Left-Right		0			0	
					1	. , .	
	J Left  ↑ Left Through	19	1	19	19	1	19
	→ Left-Through		0	70	45	0	00
Į Ž	→ Through → Through-Right	55	0 1	76	45	0 1	66
I	Right	21	0	0	21	0	0
EASTBOUND	Left-Through-Right	21	0	U	21	0	U
╽╙	↓ Left-Right		0			0	
	) Lett ragin	•	· ·				
	√ Left	162	1	125	263	1	144
			1			1	
C	← Through	87	0	125	24	0	144
∥ ĭğ	Through-Right		0			0	
S.	Right	441	1	0	455	1	59
ĕ			0			0	
	├─ Left-Right					<u> </u>	
	ODITION VOLUMES	l ^			_ ^		802
	CRITICAL VOLUMES						210
	VOLUME (OADACITY 4//O) DATIO		SUM:			SUM:	1012
	VOLUME/CAPACITY (V/C) RATIO:			0.791			0.736
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.691			0.636
	LEVEL OF SERVICE (LOS):			В			В
WESTBOUND	☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Left-Through-Right ☐ Left-Right ☐ CRITICAL VOLUMES ☐ VOLUME/CAPACITY (V/C) RATIO: ☐ LESS ATSAC/ATCS ADJUSTMENT:	87 441	1 0 0 1	125 0 887 201 1088 0.791	24 455	1 0 0 1	80 21 101 0.73

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Admiralty Way East-West Street: Fiji Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

		AI	M PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	ľ	0	Ü		0	O
<b>ו</b> בַּ	↑ Through	0	0	0	0	0	0
BC	↑ Through-Right	ľ	0	Ū		0	v
∥ Ĕ	→ Right	0	0	0	0	0	0
NORTHBOUND	←	l	0	J		0	0
Ž	Left-Right		0			0	
	. Left	682	2	375	972	2	535
¥	├→ Left-Through		0			0	
6	↓ Through ¯	20	0	0	0	0	0
里	← Through-Right		0			0	
SOUTHBOUND	ب Right	78	1	36	114	1	93
ğ	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
			<u> </u>		1		
۵	J Left	85	1	85	43	1	43
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	110	0	50	450	0	70
EASTBOUND	→ Through → Through-Right	116	2 0	58	158	2 0	79
	Right	0	0	0	0	0	0
AS S	Left-Through-Right	0	0	U	0	0	U
Ш	↓ Left-Right		0			0	
	1 1 = 0.1.1.291.1	·			1		
	√ Left	0	0	0	0	0	0
			0			0	•
WESTBOUND	← Through	95	1	95	124	1	124
<u>ĕ</u>	- Through-Right		0			0	
S	Right	773	1	<b>39</b> 8	534	1	0
ĭ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	l ^	lorth-South:	375	^	lorth-South:	535
	CRITICAL VOLUMES		East-West:	483		East-West:	167
	VOLUME IO ADACITY AND DATE		SUM:	858		SUM:	702
	VOLUME/CAPACITY (V/C) RATIO:			0.572			0.468
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.472			0.368
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMARKS.	<u> </u>		73	<u> </u>		77

REMARKS:





I/S #:

PROJECT TITLE: Ballona Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Washington Boulevard

Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AN	M PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
l F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 3	WB	3	EB 3	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	← 1-μ						
₽	Left	650	2	358	487	2	268
5	← Left-Through	4504	0	505	4070	0	500
BO	↑ Through	1584	2	565	1379	2	533
IE	Through-Right		1	444	0.40	1	040
NORTHBOUND	→ Right	111	0	111	219	0	219
N	Left-Through-Right		0			0	
	← Left-Right		0			0	
	Left	050	0	140	040		400
9	, ∟eπ	259	2 0	142	219	2 0	120
ă	↓ Through	1581	2	567	1551	2	557
BC	→ Through	1001	1	567	1551	1	557
SOUTHBOUND	→ Right	120	0	120	120	0	120
<u> </u>	Left-Through-Right	120	0	120	120	0	120
SC	Left-Right		0			0	
	Zert Night						
	Left	87	2	48	111	2	61
9	-∱ Left-Through		0	.0		0	٥.
ă	→ Through	792	2	396	724	2	362
ВС	→ Through-Right		0			0	
EASTBOUND	Right	575	1	217	535	1	267
Ä	→ Left-Through-Right		0			0	
	- ✓ Left-Right		0			0	
	√ Left	138	2	76	268	2	147
<b>I</b> I			0			0	
٦ ا	← Through	714	2	357	811	2	406
WESTBOUND	† Through-Right		0			0	
ES	Right	194	1	52	262	1	142
I	Left-Through-Right		0			0	
	├─ Left-Right		0	005	_	0	005
	CRITICAL VOLUMES	l ^	lorth-South:	925	_ ^	lorth-South:	825
	CRITICAL VOLUMES		East-West:	472		East-West:	509
	VOLUME/CARACITY (V/O) RATIO:		SUM:	1397		SUM:	1334
	VOLUME/CAPACITY (V/C) RATIO:			1.016			0.970
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.916			0.870
	LEVEL OF SERVICE (LOS):			Ε			D
<u> </u>	DEMARKO	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Marina Expressway (SR-90)

Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

AM PEAK HOUR PM PEAK HOUR								
			M PEAK	HOUR		Р		
	No. of Phases				3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			_	0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?			B B	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB	U VI	Б	3	EB   U	VVD	3
	Override Capacity				2			2 0
			No	of	Lane		No. of	Lane
	MOVEMENT	Volume	Lar		Volume	Volume	Lanes	Volume
	↑ Left		) (	)	0	0	0	0
N	<∱ Left-Through		(	)			0	
00	↑ Through	149	1 2	2	572	1592	2	631
Ψ	↑ Through-Right						1	
₹	Right	22	6 (	)	226	300	0	300
NORTHBOUND	← Left-Through-Right		(	)			0	
2			(	)			0	
	_ Left	98	5 2	2	542	897	2	493
SOUTHBOUND	<b>├</b> Left-Through		(				0	
ĭg	↓ Through	154	i	3	513	1781	3	594
H	← Through-Right		(				0	
Ι	<i>Ų</i> Right		) (		0	0	0	0
SO	← Left-Through-Right		(				0	
	∠, Left-Right		(	)		l	0	
	ال Left		o i (	`				0
۵ ا	<ul><li>J Left</li><li>→ Left-Through</li></ul>		0 (		0	0	0	0
	→ Through		) ! (		0	0	0	0
N N	→ Through → Through-Right				U		0	U
) TE	Right		) (		0	0	0	0
EASTBOUND	Left-Through-Right				Ŭ	ľ	0	O
ш —	→ Left-Right						0	
	)		,			•		
	√ Left	21	9   2	)	120	232	2	128
P			(				0	
ᅵᄌ	← Through		) (	)	0	0	0	0
<u> </u>	← Through-Right		(	)			0	
VESTBOUND	<u>,</u> Right	122	4 2	2	131	927	2	17
WE	Left-Through-Right		(				0	
	├─ Left-Right		(				0	
			North-S		1114		North-South:	1124
	CRITICAL VOLUMES		East-		131		East-West:	128
				SUM:	1245		SUM:	1252
	VOLUME/CAPACITY (V/C) RATIO:				0.874			0.879
V/	C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.779
	LEVEL OF SERVICE (LOS):				С			С
	=======================================							•

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bali Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	R	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATOMO 4 ATOMO ATOM 00	EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	203	1	203	123	1	123
9	√ Left-Through	200	0	200	120	0	120
ă	↑ Through	1461	2	495	1472	2	495
ВС	↑ Through-Right	1401	1	430	1472	1	490
Ӗ	→ Right	24	0	24	13	0	13
NORTHBOUND	← Kight Left-Through-Right	24	0	27	13	0	10
Ž	Left-Right		0			0	
	. Left	40	1	40	58	1	58
Z	├→ Left-Through		0			0	
O	↓ Through ¯	1526	2	597	1692	2	667
HB.	← Through-Right		1			1	
SOUTHBOUND	ب Right	266	0	266	309	0	309
ğ	<⇒ Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
	<b>.</b>					. , .	
۵	J Left	215	1	108	335	1	169
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	4	1	400		1	400
ŏ	→ Through → Through-Right	1	0 0	108	3	0 0	169
E E	Right	60	1	0	111	1	50
EASTBOUND	Left-Through-Right	00	0	U	111	0	30
ш	↓ Left-Right		0			0	
	1 1 = 211.13111						
_ ]	√ Left	3	0	3	15	0	15
WESTBOUND			0			0	
2	← Through	1	0	15	2	0	26
l M	Through-Right		0			0	
.S:		11	0	0	9	0	0
KE	Left-Through-Right		1			1	
	├─ Left-Right		0			0	
	OBITIOAL VOLUMES	l ^	orth-South:	800	^	lorth-South:	790
	CRITICAL VOLUMES		East-West:	123		East-West:	195
	VOLUMEICADACITY (1/O) BATIO		SUM:	923		SUM:	985
	VOLUME/CAPACITY (V/C) RATIO:			0.671			0.716
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.571			0.616
	LEVEL OF SERVICE (LOS):			Α			В
	DEMARKS:	<u> </u>			<u> </u>		

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOUF					
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3 EB 0	SB	0	NB 3	SB	0
	ATOAC 4 ATOAC ATOC CO		WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	192	1	192	99	1	99
9	↓ Left-Through	102	0	102		0	
∥⊼ੋ	↑ Through	1660	3	553	1457	3	486
<u>B</u>	↑ Through-Right	1000	0		1 101	0	
I Ė	Right	516	1	315	360	1	104
NORTHBOUND	← Left-Through-Right		0			0	
Z	← Left-Right		0			0	
					<u> </u>		
	→ Left	175	1	175	235	1	235
∥₹	├─ Left-Through		0			0	
ಠ್ಣ	↓ Through	1304	2	448	1646	2	568
∥ੁ≝	← Through-Right		1			1	
SOUTHBOUND	→ Right	40	0	40	58	0	58
ူလ	← Left-Through-Right		0			0	
	∠ Left-Right	l	0			0	
		0	0	0	0	0	0
9	→ Left-Through	l	0	Ü		0	U
Į	→ Through	563	1	306	529	1	359
BG	→ Through-Right		1			1	
EASTBOUND	Right	49	0	49	189	0	189
M M	→ Left-Through-Right		0			0	
	{ Left-Right		0			0	
						, ,	
	✓ Left	365	2	201	465	2	256
WESTBOUND		450	0	000	555	0	040
<u>∞</u>	← Through ← Through-Right	450	1	282	555	1	318
II.	Right	113	0	113	80	0	80
ľ	Left-Through-Right	113	0	113	00	0	00
5	Left-Right		0			0	
	-	N	orth-South:	728	٨	lorth-South:	721
	CRITICAL VOLUMES		East-West:	507		East-West:	615
			SUM:	1235		SUM:	1336
	VOLUME/CAPACITY (V/C) RATIO:			0.898			0.972
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.872
	LEVEL OF SERVICE (LOS):			С			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Fiji Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 1	WB	0	EB 1	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	872	2	480	702	2	386
9	√ Left-Through	012	0	400	102	0	000
ă	↑ Through	2191	2	743	1811	2	616
ВС	↑ Through-Right	2131	1	740	1011	1	010
H	→ Right	37	0	37	38	0	38
NORTHBOUND	← Kight Left-Through-Right	J 37	0	01		0	50
Ž	Left-Right		0			0	
	Ecteragine		<b>J</b>				
	. Left	51	1	51	46	1	46
Z	├→ Left-Through		0			0	
O	↓ Through ¯	1617	2	564	2188	2	759
HB	← Through-Right		1			1	
SOUTHBOUND	ب Right	76	0	76	90	0	90
ğ	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
						. , .	
٥	→ Left	70	1	70	84	1	84
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	40	0	40	05	0	05
ŏ	→ Through → Through-Right	16	1 0	16	25	1 0	25
E E	Right	619	1	0	967	1	0
EASTBOUND	Left-Through-Right	019	0	U	907	0	U
ш	↓ Left-Right		0			0	
	) ==::::\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\				l		
	√ Left	31	0	31	51	0	51
WESTBOUND			1			1	
C	← Through	10	0	44	28	0	56
Ī	- Through-Right		1			1	
S:	Right	34	0	0	28	0	0
ME.	Left-Through-Right		0			0	
	├─ Left-Right		0	,		0	,
	ODITION VOLUMES	l ^	orth-South:	1044	_ ^	lorth-South:	1145
	CRITICAL VOLUMES		East-West:	114		East-West:	140
	VOLUME IO ADACITY AND DATE		SUM:	1158		SUM:	1285
	VOLUME/CAPACITY (V/C) RATIO:			0.813			0.902
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.713			0.802
	LEVEL OF SERVICE (LOS):			С			D
	DEMARKS:	l		<u> </u>			ט

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Culver Loop Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOUF						
	No. of Phases			2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0		0			0	
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?		SB	0	NB 0	SB	0	
		EB 0	WB	0	<b>EB</b> 0	WB	0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2	
	Override Capacity		No. of	Lane		No. of	Lane	
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	0	0	0	0	0	0	
9	← Left-Through	Ŭ	0	Ū		0	O	
ן אַ	↑ Through	2718	2	1267	2219	2	915	
BC	Through-Right	27 10	1	1207	2213	1	313	
l E	Right	1082	0	1082	526	0	526	
NORTHBOUND	← Kight Left-Through-Right	1002	0	1002	020	0	020	
ĮŽ			0			0		
Left-Right 0								
	. Left	0	0	0	0	0	0	
¥	├─ Left-Through		0			0		
0	↓ Through	2229	2	1115	3174	2	0	
H H	← Through-Right		0			0		
SOUTHBOUND	ب Right	0	0	0	0	0	0	
∥ <u>ŏ</u>	← Left-Through-Right		0			0		
0	∠ Left-Right		0			0		
	1 1 2				_		_	
	J Left  ↑ Left Through	0	0	0	0	0	0	
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	0	0	0		0	0	
Į Ž	→ Through  → Through-Right	0	0 0	0	0	0 0	0	
I	Right	0	0	0	0	0	0	
EASTBOUND	Left-Through-Right	U	0	U	0	0	U	
ш	→ Left-Right		0			0		
	1 ) ==11.109.11				1			
	√ Left	0	0	0	0	0	0	
WESTBOUND			0			0		
C	← Through	0	0	0	0	0	0	
<u>B</u>	← Through-Right		0			0		
S.	Right	303	2	167	301	2	166	
ĕ	Left-Through-Right		0			0		
	├─ Left-Right		0			0		
	ODITION VOLUMES		orth-South:	1267	^	lorth-South:	915	
	CRITICAL VOLUMES		East-West:	167		East-West:	166	
	VOLUME (OADACITY 4//O) DATIO		SUM:	1434		SUM:	1081	
	VOLUME/CAPACITY (V/C) RATIO:			0.956			0.721	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.856			0.621	
	LEVEL OF SERVICE (LOS):			D			В	
	LEVEL OF SERVICE (LOS):			ע			В	

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Jefferson Boulevard

Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 3	SB	3	NB 3	SB	3
		EB 0	WB	3	<b>EB</b> 0	WB	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
						!	
₽	↑ Left	17	1	17	40	1	40
5	← Left-Through	0075	0	744	4747	0	407
BO	↑ Through	2975	4	744	1747	4	437
ᄪ	Through-Right	633	0	400	252	0	28
NORTHBOUND	Right	033	1	428	353	1	20
Ž	← Left-Through-Right		0 0			0 0	
	← Left-Right	l .	U				
	└- Left	539	2	296	664	2	365
SOUTHBOUND	Left-Through	009	0	230	004	0	000
	↓ Through	1260	4	315	1851	4	463
₽ P		1200	0	0,10	1001	0	100
Ė	Ų Right	192	1	0	692	1	594
ω σ	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
	ر Left	194	1	194	98	1	98
Z			0			0	
0	→ Through	404	2	151	256	2	114
TB	→ Through-Right		1	4.0		1	
EASTBOUND	Right	49	0	49	86	0	86
Ē	Left-Through-Right		0 0			0	
	- ≺ Left-Right	I	U			. 0	
	√ Left	372	2	205	590	2	325
9	✓ Left-Through	312	0	203	090	0	020
WESTBOUND	← Through	178	2	89	489	2	245
BC	Through-Right		0	- 55		0	2.3
ST	, <sup>←</sup> Right	816	2	153	942	2	153
¥	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
		N	orth-South:	1040	٨	lorth-South:	802
	CRITICAL VOLUMES		East-West:	356		East-West:	439
			SUM:	1396		SUM:	1241
	VOLUME/CAPACITY (V/C) RATIO:			1.015			0.903
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.915			0.803
	LEVEL OF SERVICE (LOS):			E			D
	DEMARKS.						ט

REMARKS:





I/S #: 11 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Lincoln Boulevard East-West Street: Bluff Creek Drive Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

Novement   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume			AN	M PEAK HOU	R	PI	M PEAK HOU	R
Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB   3   SB   0   NB   3   EB   0   WB   3					3			3
No. of   Lane   Volume   Volume   Volume   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5		A/D	0.5	0
No. of Lane   Volume   Lane   Volume		Right Turns: FREE-1, NRTOR-2 or OLA-3?				_		0 3
No. of Lane   Volume   Volu	ATSAC-1 or ATSAC+ATCS-22			VVD		LB 0	VVD	2
NOVEMENT   Volume   Lanes   Volume   Lanes   Volume								0
Volume		MOVEMENT		No. of			No. of	Lane
Composition   Composition			Volume	Lanes	Volume	Volume	Lanes	Volume
Comparison		:	0	:	0	0	: :	0
Comparison							; - ;	
Comparison		1 1	3395	:	849	2263	: :	566
Comparison	∥Ë	1 <i>f</i>	700		004	000		407
Comparison		_ · · · -	790		604	390		137
QNDON       Left       145       2       80       65       2       3         Through       0       0       0       0       0       0       0       0         Through-Right       0	∥¥			i i			:	
Left-Through		Left-Right		U			U	
Left-Through		Left	145	2	80	65	2	36
		1 1	140				: :	00
	∥∂		1512	4	378	2542	4	636
	兇	← Through-Right		0			0	
	5		0	•	0	0	: :	0
	∥ <u>ö</u>						; ;	
	L .,	Left-Right	<u> </u>	0			0	
		I ) Loft		0	0		0	0
Z	₽		0		U	0	:	U
$\parallel \mathbf{R} \parallel		0	_	0	0	:	0	
O	∥ 🖁				J			_
ν Right 0 0 0 0	ST		0	0	0	0	0	0
	Á	→ Left-Through-Right		0			0	
-		│ <del>│</del> Left-Right		0			0	
		1 6 4		'				
□			338		18 <b>6</b>	460	: :	253
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	∥Ş	<u> </u>	0	i	0	0	: :	0
O Through-Right 0 0	<b>■</b> 8				U		; ;	U
	ST		44		0	77		41
Left-Through-Right 0	Į į		''	0	J		: :	
Left-Right 0				0			0	
			۸			٨		636
		CRITICAL VOLUMES						253
VOLUME (0.170.000 (0.1		VOLUME/OADAGITY (AVG) TOTAG		SUM:			SUM:	889
					0.782			0.624
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.682 0.52	V	C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.524
LEVEL OF SERVICE (LOS):  B		LEVEL OF SERVICE (LOS):			В			Α

REMARKS:





I/S #: 12 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Nicholson Street East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 1 EB 0	SB WB	0	NB 1 EB 0	SB WB	0
ATSAC-1 or ATSAC+ATCS-2?		EB   0	VVD	2	<i>LB</i> 0	VVD	2
Override Capacity				0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	IVIOVEIVIENT	Volume	Lanes	Volume	Volume	Lanes	Volume
∟	<u> </u>	10	0	10	44	0	44
	← Left-Through		1			1	
NORTHBOUND	↑ Through	0	0	10	3	0	47
∥≝	Through-Right		0			0	
<b> </b>	Right	897	1	0	410	1	0
∥ ¥	← Left-Through-Right		0			0	
	← Left-Right	L	0			0	
	└ Left	4	0	4	1	0	1
SOUTHBOUND	Left-Through		0	7	'	0	•
∥∂	↓ Through	0	0	5	1	0	2
Ř	← Through-Right		0			0	
E	ب Right	1	0	0	0	0	0
ΜĞ	← Left-Through-Right		1			1	
U"	∠ Left-Right	<u> </u>	0			0	
	│	1 4	1			1	0
₽	→ Left  Left-Through	1	0	1	2	0	2
3	→ Through	1544	1	780	637	1	340
<u>8</u>	→ Through-Right	1044	1	700	007	1	040
EASTBOUND	→ Right	15	0	15	43	0	43
ă	→ Left-Through-Right		0			0	
	-		0			0	
	✓ Left	367	1	367	1026	1	1026
ESTBOUND	<ul><li></li></ul>	57G	0 1	200	4507	0	770
<u> </u>	← Through ← Through-Right	576	1	289	1537	1	770
STE	Right	2	0	2	2	0	2
WE	Left-Through-Right	_	0	_	_	0	
	├ Left-Right		0			0	
		N	orth-South:	15	٨	lorth-South:	48
	CRITICAL VOLUMES		East-West:	1147		East-West:	1366
			SUM:	1162		SUM:	1414
	VOLUME/CAPACITY (V/C) RATIO:			0.815			0.992
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.715			0.892
	LEVEL OF SERVICE (LOS):			С			D
<u> </u>	, ,						

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: Jefferson Boulevard East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR PM PEAK HOUR					
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	_	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	374	2	206	1130	2	622
9	, Leπ	374	0	206	1130	0	022
Į	↑ Through	0	0	0	0	0	0
BC	l	U	0	U	0	0	U
ᄪ	Through-Right	26		0	60	;	60
NORTHBOUND	├── Right	20	1 0	U	60	1 0	60
∥ ĭ	← Left-Through-Right		0			0	
	← Left-Right	l	U			U	
	↓ Left	0	0	0	0	0	0
SOUTHBOUND	Left-Through	ľ	0	Ü		0	O
<u> </u>	↓ Through	0	0	0	0	0	0
BC	✓ Through-Right	Ĭ	0	ŭ	Ĭ	0	•
lĖ	√ Right	0	0	0	0	0	0
0	← Left-Through-Right		0			0	_
S	↓ Left-Right		0			0	
	Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
∂	→ Through	2024	2	1012	815	2	408
ΙΒ̈́	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
Ē	Left-Through-Right		0			0	
	-	<u> </u>	0			0	
	√ Left	126	0	126	126	0	136
₽	τ Left-Through	126	1	126	136	1	130
Ĭ	← Through	500	1	500	1404	1	974
BO	← Through-Right	300	Ó	500	1404	0	3/4
ST	Right	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	Ĭ	0	ŭ		0	
	├─ Left-Right		0			0	
		N	orth-South:	206		lorth-South:	622
	CRITICAL VOLUMES		East-West:	1138		East-West:	974
			SUM:	1344		SUM:	1596
	VOLUME/CAPACITY (V/C) RATIO:			0.896			1.064
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.796			0.964
	LEVEL OF SERVICE (LOS):			С			E

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR PM PEAK HOU					
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0		0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?		SB	0	NB 0	SB	0
ATOAC A ATOAC ATOO OO		EB 0	WB	0	<b>EB</b> 0	WB	0
ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	√ Left-Through	Ŭ	0	Ū		0	O
ă	↑ Through	0	0	0	0	0	0
BC	↑ Through-Right	Ŭ	0	Ū		0	· ·
Ӗ	→ Right	0	0	0	0	0	0
NORTHBOUND	← Kight ← Left-Through-Right	l	0	J		0	U
Ž	← Left-Right		0			0	
		127	1	127	111	1	111
Z	├→ Left-Through		0			0	
O	↓ Through	0	1	0	4	1	4
HB.	← Through-Right		1			1	
SOUTHBOUND	ب Right	36	0	36	61	0	61
ğ	← Left-Through-Right		0			0	
0)	↓ Left-Right		0			0	
	<b>.</b>				_		
۵	J Left  ↑ Left Through	0	0	0	0	0	0
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	4007	0	000	700	0	000
ŏ	→ Through → Through-Right	1827	3 0	609	780	3 0	260
E E	Right	1020	2	561	356	2	196
EASTBOUND	Left-Through-Right	1020	0	301	330	0	190
ш	↓ Left-Right		0			0	
	1 1 = 011 1 1 2 111						
	✓ Left	115	1	115	329	1	329
WESTBOUND			0			0	
2	← Through	608	2	304	1567	2	784
ĬŘ.	← Through-Right		0			0	
.S:		0	0	0	0	0	0
KE	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	CRITICAL VOLUMES	l ^	orth-South:	127	North-South:		111
	CRITICAL VOLUMES		East-West:	724		East-West:	784
	VOLUME/CARACITY 4//01 BATIS		SUM:	851		SUM:	895
	VOLUME/CAPACITY (V/C) RATIO:			0.567			0.597
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.467			0.497
	LEVEL OF SERVICE (LOS):			Α			Α
	DEMARKS:	<u> </u>			<u> </u>		

REMARKS:





I/S #: 15 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Culver Boulevard Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

AM PEAK HOUR  No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity  MOVEMENT  AM PEAK HOUR  PM PEAK H  SB 0 SB 0 NB 0 SB EB 0 WB 0	3 1 0 0 2 0 Lane Volume								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity  MOVEMENT  NB 0 SB 0 NB 0 SB EB 0 WB -	1 0 0 2 0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0 0 2 0								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity  MOVEMENT    No. of   Lane   Volume   Lanes   Volume   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Vo	0 2 0								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity  MOVEMENT  Volume  No. of Lane Volume Volume Lanes	2 0 Lane								
Override Capacity  MOVEMENT  Volume  No. of Lane Volume Volume Volume Lanes	0 Lane								
MOVEMENT Volume No. of Lane No. of Lane Volume Lanes	Lane								
MOVEMENT Volume Lanes Volume Volume Lanes									
15.10	Volunic								
C   T   Left   189   1   104   292   1	161								
∠   Left-Through   1									
	304								
P ↑ Through-Right 1									
Right 125 0 125 46 0	46								
Column   Column									
Z									
□ Left 90 1 <b>90</b> 169 1	169								
Z   → Left-Through   0									
g   ↓ Through   0 0 0 0 0	0								
<b>b l l Right</b> 177 1 0 565 1	453								
ONDO H Left-Through  Through  Through-Right  Right  Left-Through-Right  O  Left-Through-Right  O  C  C  C  C  C  C  C  C  C  C  C  C									
0 Left-Right 0	_								
J Left         518         1         518         225         1	225								
	225								
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	331								
O	001								
νη Right 0 0 0 0 0	0								
Left-Through-Right 0 0									
□									
0 0 0 0 0	0								
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐									
	513								
QNO BL SI DE STATE   Control of the control of th									
<b>δ</b>   <b>Right</b>   345   1   <b>300</b>   294   1	210								
Left-Through-Right 0 0 0									
	757								
North-South: 528 North-South CRITICAL VOLUMES East-West: 818 East-West									
SUM: 1346 SU									
V-1	i								
0.540	1.049								
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.845	0.949								
LEVEL OF SERVICE (LOS):	E								

REMARKS:





I/S #: 16 PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 EB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

Count Date: Analyst: RA Date: 6/17/205

		AN	I PEAK HOU	IR	PI	M PEAK HOU	R
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.0	0	A/D 0	0.0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 2	SB WB	0	NB 0 EB 2	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	EB Z	VVD	2
Override Capacity				0			0
	MOVEMENT		No. of	Lane		No. of	Lane
			Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
<b>₽</b>	←↑ Left-Through		0			0	
ĭŏ	↑ Through	0	0	0	0	0	0
ᆵ	↑ Through-Right		0			0	
RT	├─ Right	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right		0			0	
	← Left-Right		0			0	
	l last	47	4	47		. 4	00
9	↓ Left ↓ Left-Through	17	1 0	17	23	1 0	23
ו אַ	↓ Through	1178	1	594	1101	1	557
BC	Through ← Through-Right	1176	1	594	1101	1	55 <i>1</i>
SOUTHBOUND	→ Right	9	0	9	12	0	12
0	← Left-Through-Right	Ŭ	0	ŭ	12	0	12
Š	Left-Right		0			0	
	Left	0	0	0	0	0	0
Z	→ Left-Through		0			0	
0	→ Through	488	1	447	473	1	414
TB	→ Through-Right	0.50	1			1	
EASTBOUND	Right	853	1	0	770	1	0
Ē	Left-Through-Right		0 0			0 0	
	│		U			U	
	√ Left	501	2	276	704	2	387
9	√ Left-Through		0	2,0	'04	0	007
Ī	← Through	1003	2	502	1123	2	562
<u> </u>	Through-Right		0			0	
ESTBOUND	. Right	0	0	0	0	0	0
WE	Left-Through-Right		0			0	
<u> </u>	├─ Left-Right		0			0	
	ODITION VOLUMES		orth-South:	594	^	lorth-South:	557
	CRITICAL VOLUMES		East-West:	723		East-West:	801
<u> </u>	VOLUME/CARACITY (1/O) BATIO		SUM:	1317		SUM:	1358
	VOLUME/CAPACITY (V/C) RATIO:			0.924			0.953
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.824			0.853
	LEVEL OF SERVICE (LOS):			D			D

REMARKS:





I/S #:

PROJECT TITLE: Ballona Wetlands Restoration Project

North-South Street: SR-90 WB Ramps East-West Street: Mindanao Way Scenario: Cumulative (2019) with Construction Activity - Alternative 3

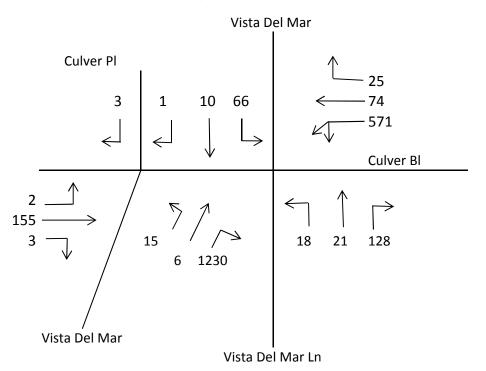
Count Date: Analyst: RA Date: 6/17/205

		AM PEAK HOUR PM PEAK HOUR					
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0		0			0
6	Right Turns: FREE-1, NRTOR-2 or OLA-3?		SB	0	NB 0	SB	0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	613	1	613	571	1	549
9	√ Left-Through	010	1	010	071	1	3-3
ן אַ	↑ Through	1417	1	709	1076	1	549
BC	↑ Through-Right	1417	0	703	1070	0	040
l E	→ Right	594	1	594	432	1	432
NORTHBOUND	←		0	007	402	0	702
ĮŽ	Left-Right		0			0	
Y Leit-Right							
	. Left	0	0	0	0	0	0
¥	├─ Left-Through		0			0	
0	↓ Through	0	0	0	0	0	0
H H	← Through-Right		0			0	
SOUTHBOUND	ب Right	0	0	0	0	0	0
∥ ŏ	<⇒ Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
			•			. , .	
۵ ا	J Left  ↑ Left Through	34	1	34	25	1	25
Z	<ul><li>→ Left-Through</li><li>→ Through</li></ul>	507	0	054	400	0	024
Į Ž	→ Through → Through-Right	507	2 0	254	462	2 0	231
E	Right	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	0	0	U	0	0	U
╽╙	↓ Left-Right		0			0	
	1 1 = 211 (1/8)11						
	√ Left	0	0	0	0	0	0
WESTBOUND			0			0	
C	← Through	765	2	<b>26</b> 8	1288	2	448
∥ ĭğ	Through-Right		1			1	
S	Right	39	0	39	56	0	56
ĕ	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	ODITION VOLUMES	l ^	orth-South:	709	۸	lorth-South:	549
	CRITICAL VOLUMES		East-West:	302		East-West:	473
	VOLUME (OADACITY AVOLDATIO		SUM:	1011		SUM:	1022
	VOLUME/CAPACITY (V/C) RATIO:			0.709			0.717
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.609			0.617
	LEVEL OF SERVICE (LOS):			В			В
	LEVEL OF SERVICE (LOS):			В			В

REMARKS:

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALTERNATIVE 3) AM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard

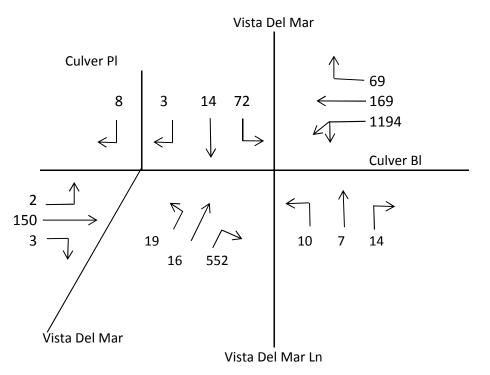


3. 
$$(2+155+3)$$

4. 
$$66 + (18 + 21 + 128)$$
 or  $18 + (66 + 10 + 1)$ 

# CMA METHODOLOGY CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALTERNATIVE 3) PM PEAK HOUR

#### Int#18 - Vista Del Mar/Vista Del Mar Lane & Culver Boulevard



3. 
$$(2+150+3)$$

4. 
$$72 + (10 + 7 + 14)$$
 or  $10 + (72 + 14 + 3)$