



APPENDIX H

Traffic Study



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SEPTEMBER 2015



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RAJU Associates Inc

**TRAFFIC STUDY
FOR THE
BALLONA WETLANDS ECOLOGICAL RESERVE RESTORATION PROJECT
DEIR**

SEPTEMBER 2015

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ENVIRONMENTAL SCIENCE ASSOCIATES

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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.
- Project Alternatives – 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.

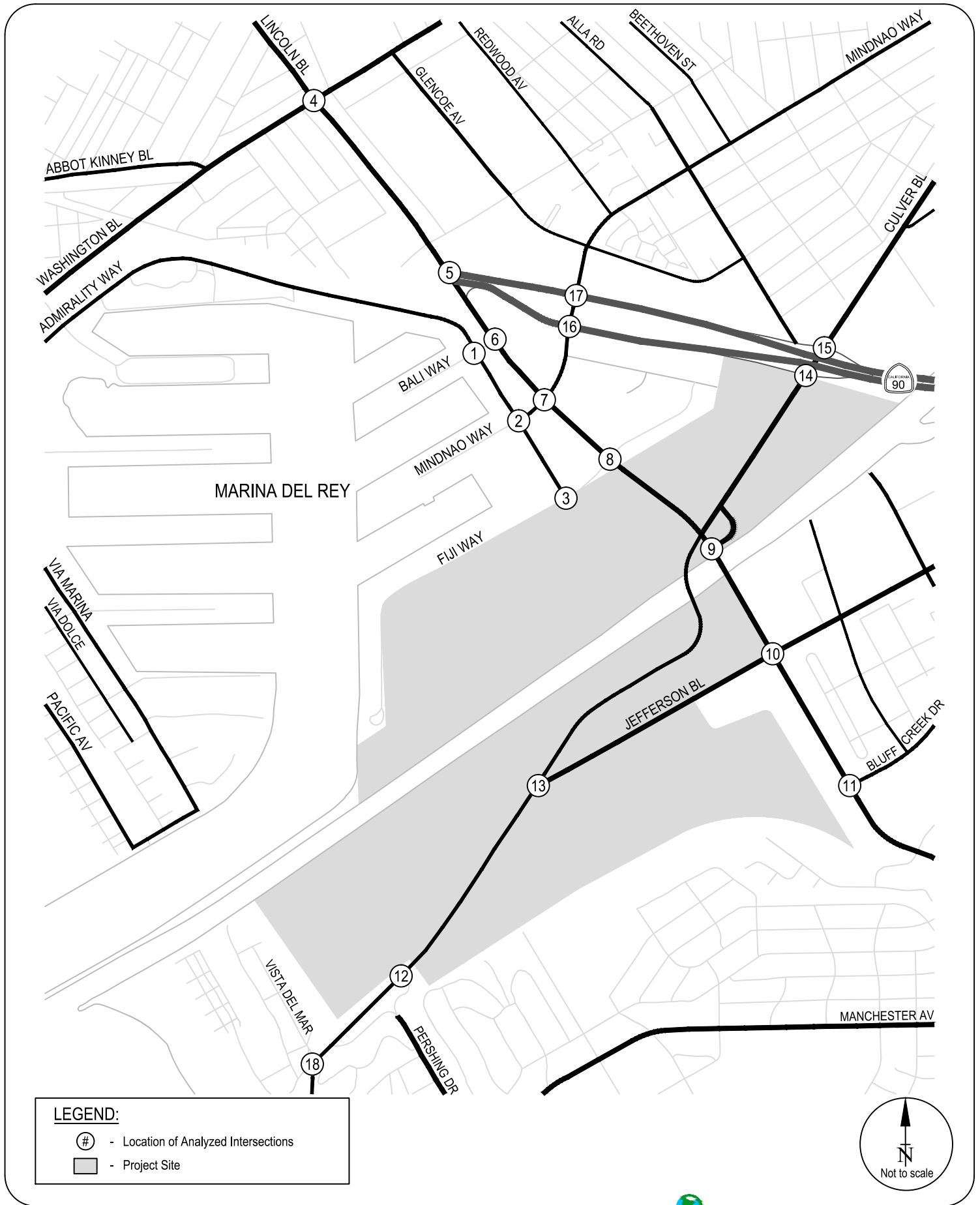


FIGURE 1
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS

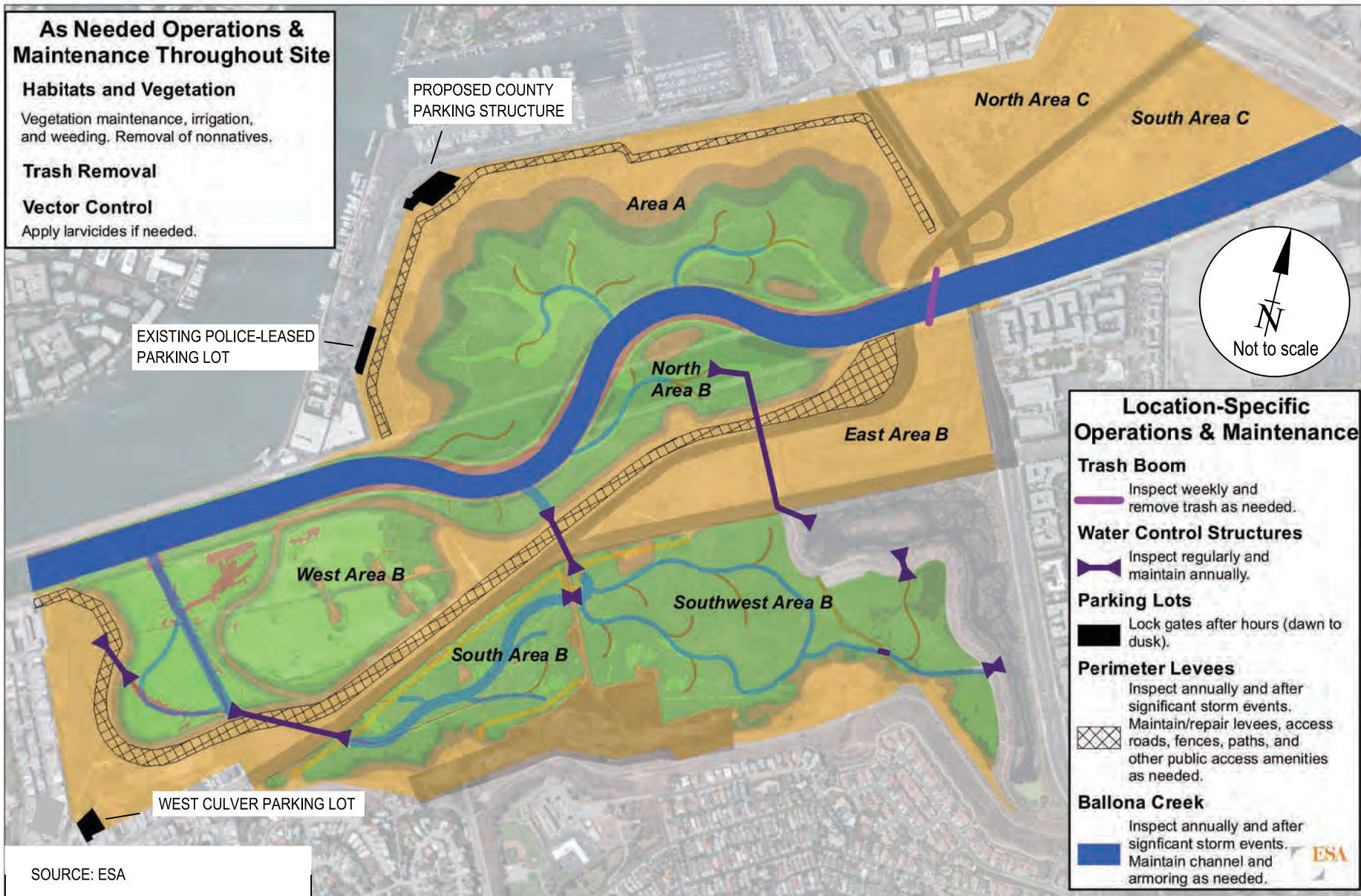


FIGURE 2
BALLONA WETLANDS ECOLOGICAL RESERVE OPERATIONS AND MAINTENANCE PLAN

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.

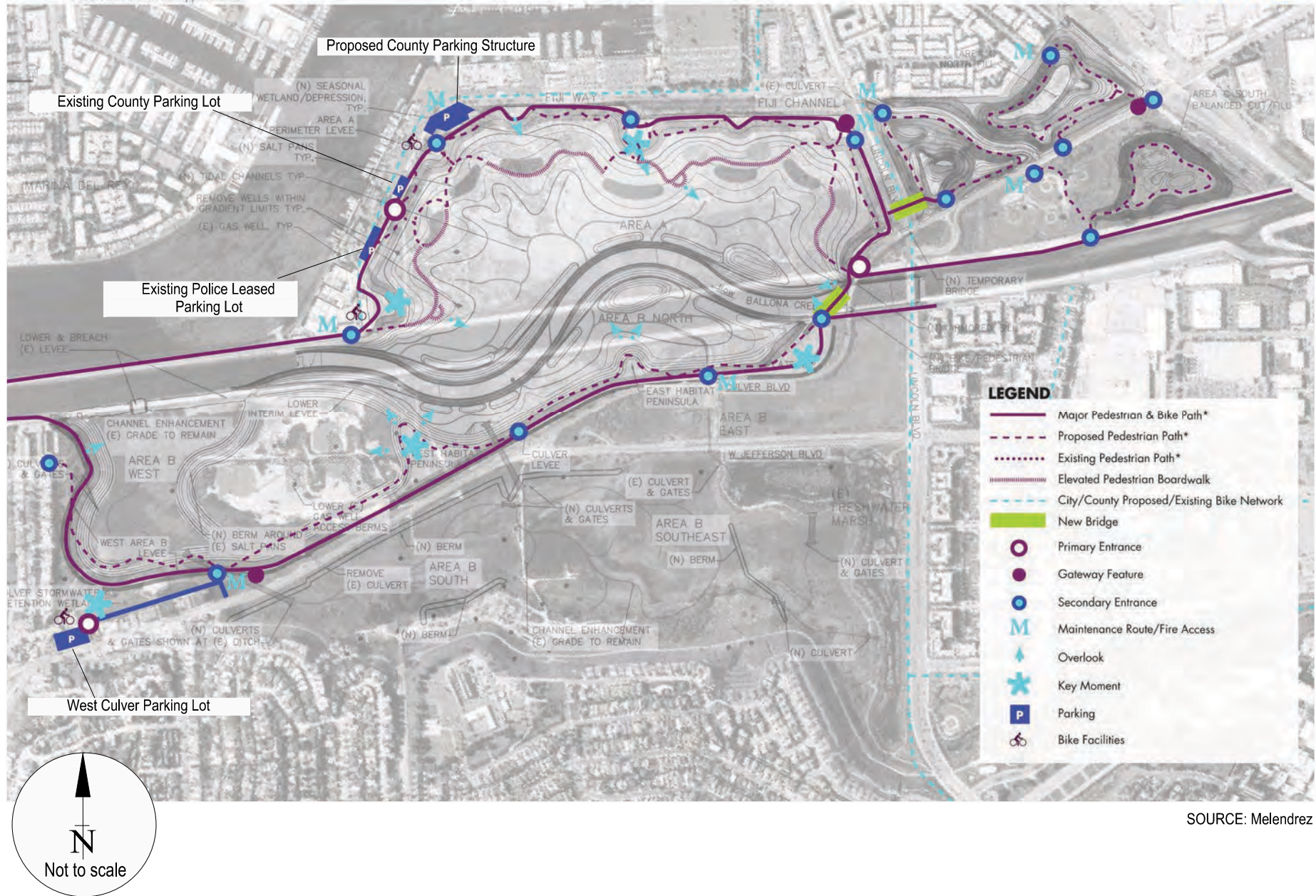
ACCESS AND CIRCULATION

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.

ALTERNATIVE 1, PHASE 2

*Note: Paths shown are approximate.



SOURCE: Melendrez

FIGURE 3
BALLONA WETLANDS ECOLOGICAL RESERVE - PUBLIC ACCESS PLAN
H-22

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:

- Existing (2015) Conditions - 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.
- Existing (2015) Plus Project Conditions – 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.

- Cumulative (2023) Base Conditions - 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.
- Cumulative (2023) Plus Project Conditions – 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.

- Lincoln Boulevard – 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.
- Jefferson Boulevard – 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 on-off 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.

- Culver Boulevard – 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.
- Bluff Creek Drive – 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 travel 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.
- Admiralty Way – 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.
- Fiji Way – 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.

- Nicholson Street – 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, on-street parking is not allowed on either side of the street.
- Pershing Drive – 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.
- Vista Del Mar – 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.



H-30

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>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

No.	Intersection	Existing (2015) Conditions			
		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1.	Admiralty Way & Bali Way	0.616	B	0.627	B
2.	Admiralty Way & Mindanao Way	0.667	B	0.587	A
3.	Admiralty Way & Fiji Way	0.451	A	0.338	A
4.	Lincoln Boulevard & Washington Boulevard	0.837	D	0.783	C
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	0.717	C	0.676	B
6.	Lincoln Boulevard & Bali Way	0.509	A	0.552	A
7.	Lincoln Boulevard & Mindanao Way	0.710	C	0.781	C
8.	Lincoln Boulevard & Fiji Way	0.628	B	0.720	C
9.	Lincoln Boulevard & Culver Loop	0.805	D	0.535	A
10.	Lincoln Boulevard & Jefferson Boulevard	0.840	D	0.639	B
11.	Lincoln Boulevard & Bluff Creek Drive	0.544	A	0.360	A
12.	Nicholson Street & Culver Boulevard	0.652	B	0.798	C
13.	Jefferson Boulevard & Culver Boulevard	0.727	C	0.810	D
14.	Culver Boulevard & SR-90 Eastbound Ramps	0.436	A	0.463	A
15.	Culver Boulevard & SR-90 Westbound Ramps	0.798	C	0.873	D
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	0.756	C	0.809	D
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	0.572	A	0.559	A
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	0.782	C	0.653	B

[1] 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.
- LACMTA 110 - 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.
- LACMTA 358 - 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.
- CC Line 1 – 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.

- CC Line 2 – 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.
- CC Line 7 – 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.
- SM 3 – 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 5th Street/Arizona Avenue in Santa Monica. The southern terminus is at the Metro Green Line Aviation Station in Inglewood.
- SM Rapid 3 – 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 5th Street/Arizona Avenue in Santa Monica. The southern terminus is at the Metro Green Line Aviation Station in Inglewood.
- CE 437 – 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.

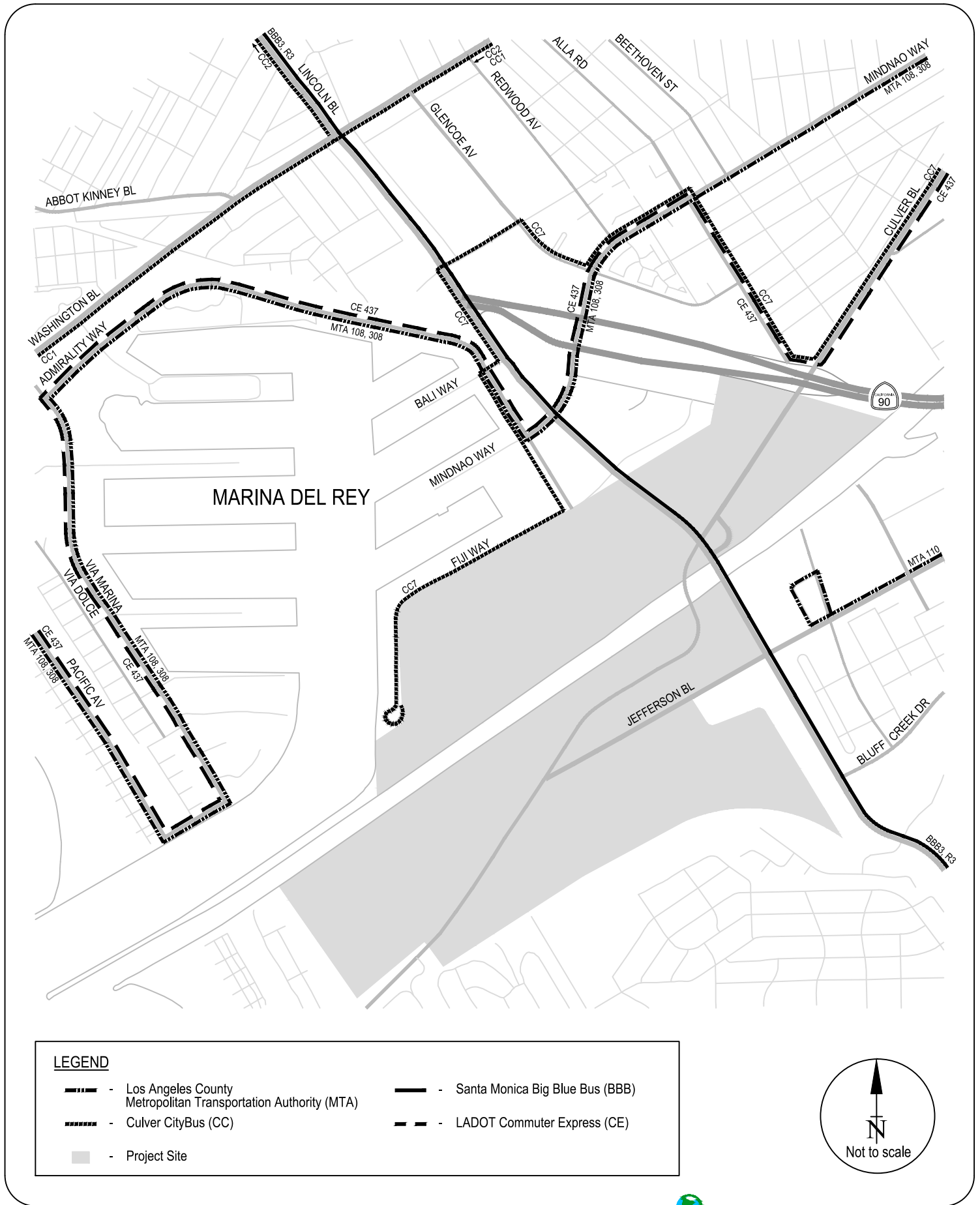


FIGURE 5
EXISTING TRANSIT LINES

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*, 9th 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

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	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%	39%	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.

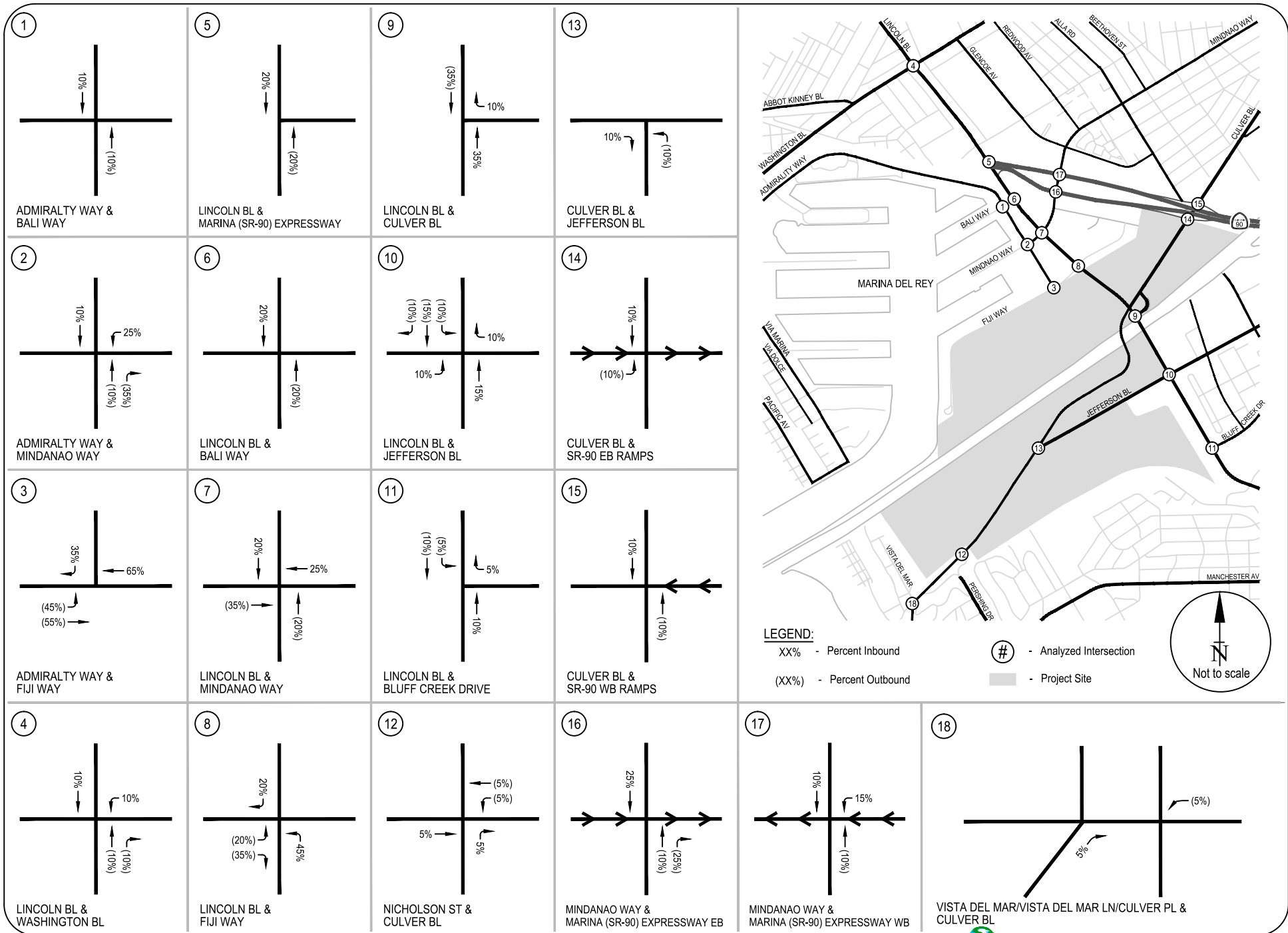


FIGURE 6A
PROJECT TRIP DISTRIBUTION
TO/FROM AREA A - PROPOSED COUNTY PARKING STRUCTURE

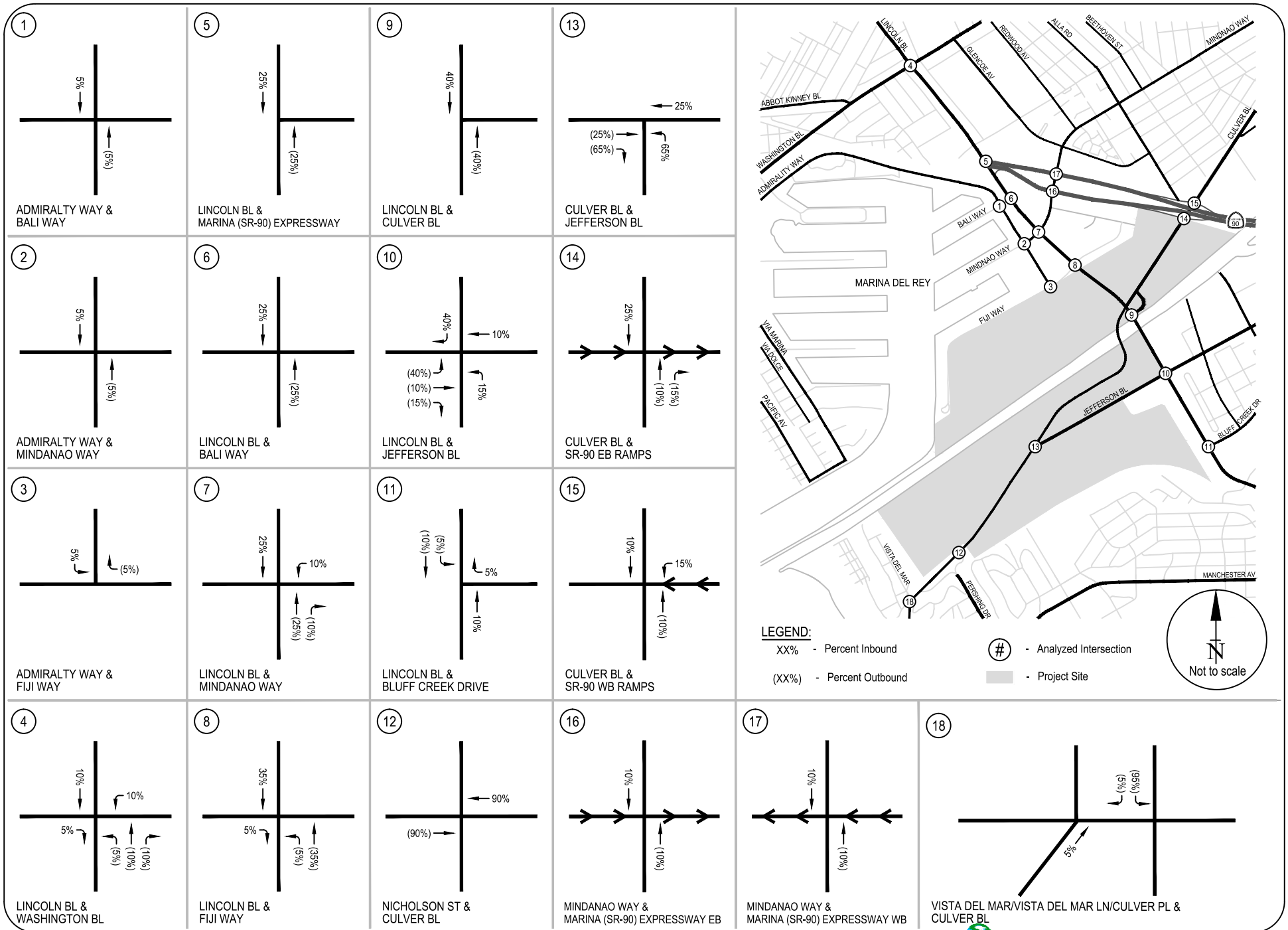


FIGURE 6B
PROJECT TRIP DISTRIBUTION
TO/FROM AREA B - WEST CULVER PARKING LOT

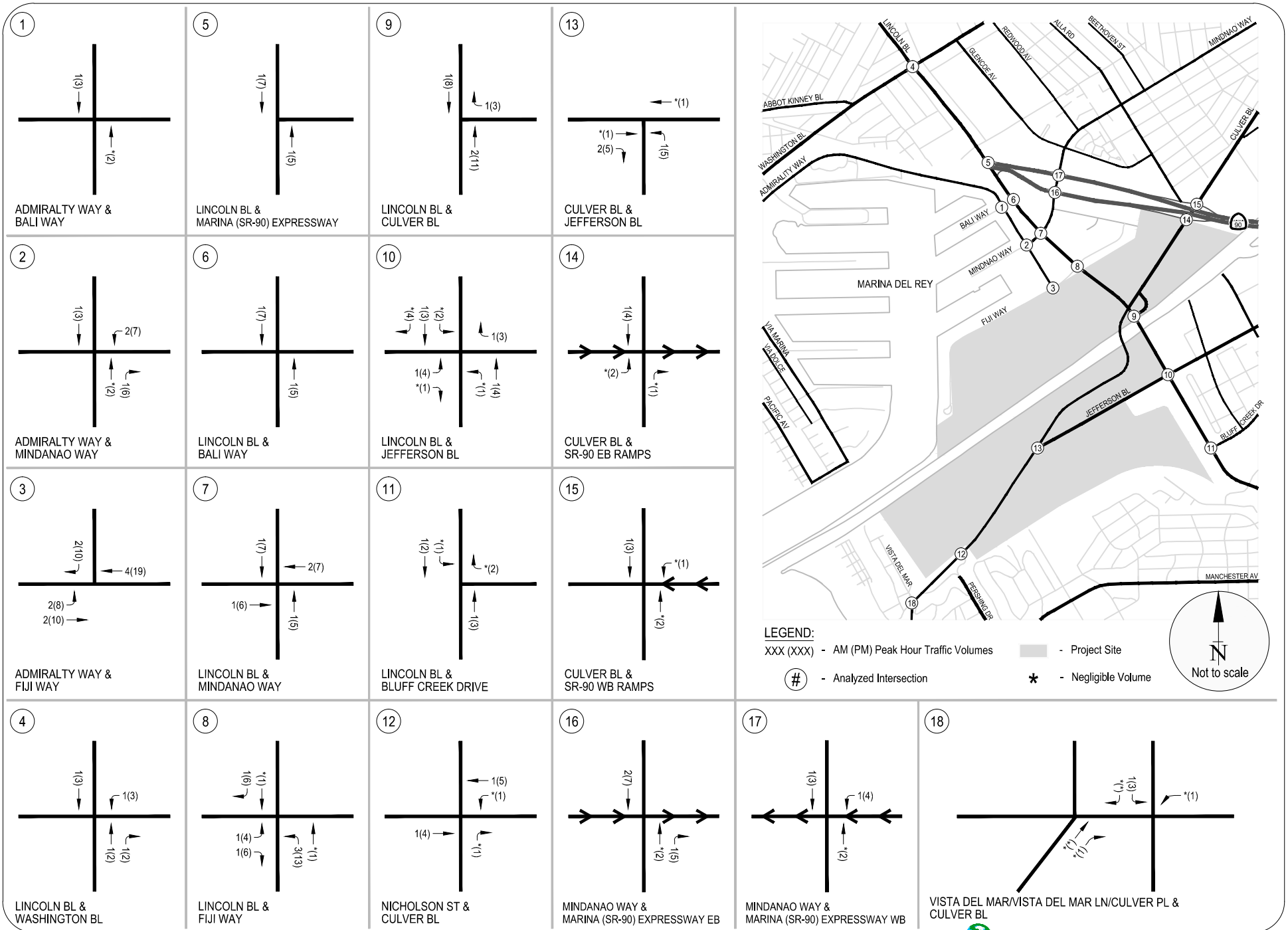


FIGURE 7
PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES

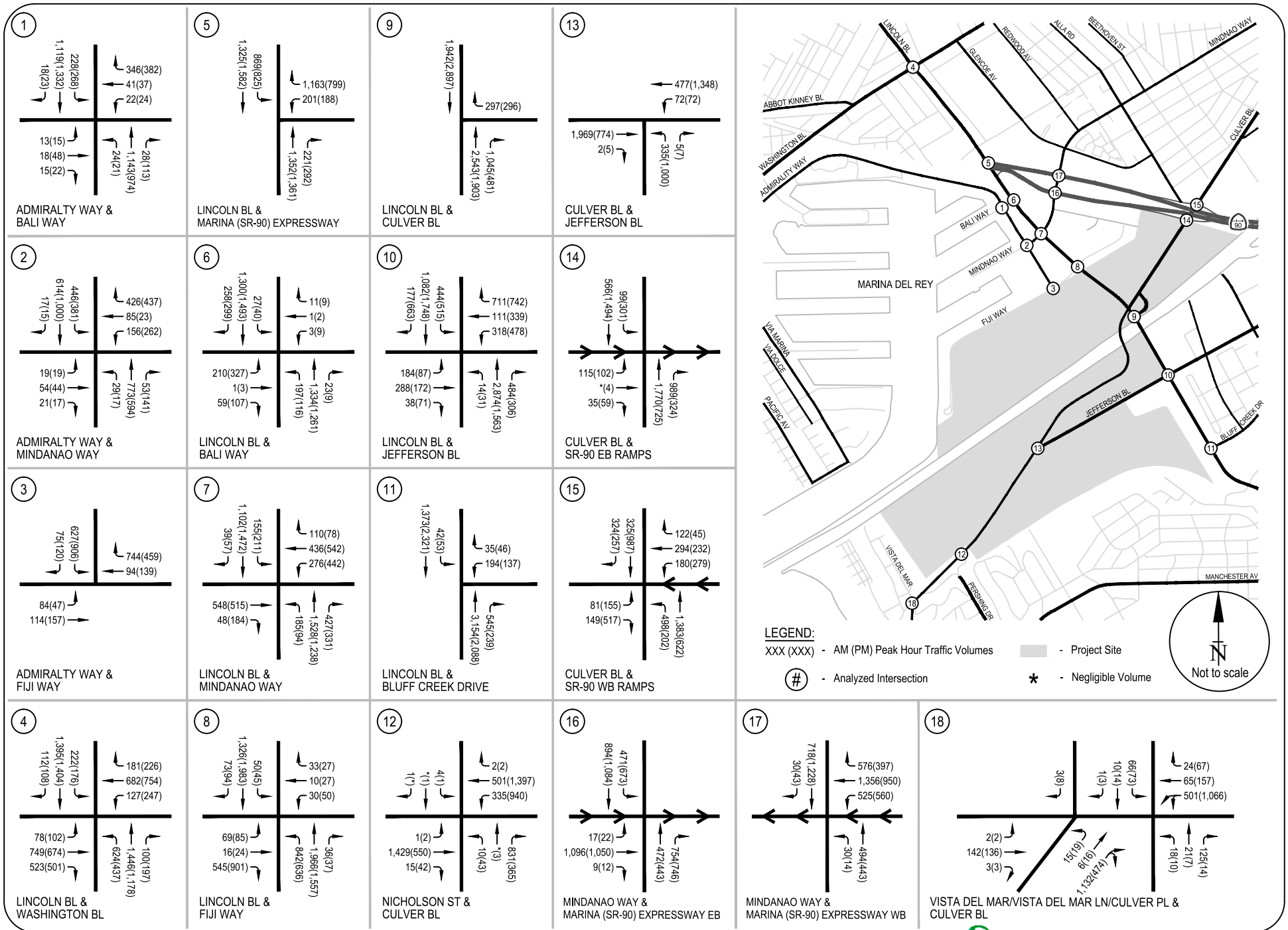


FIGURE 8
 EXISTING (2015) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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.

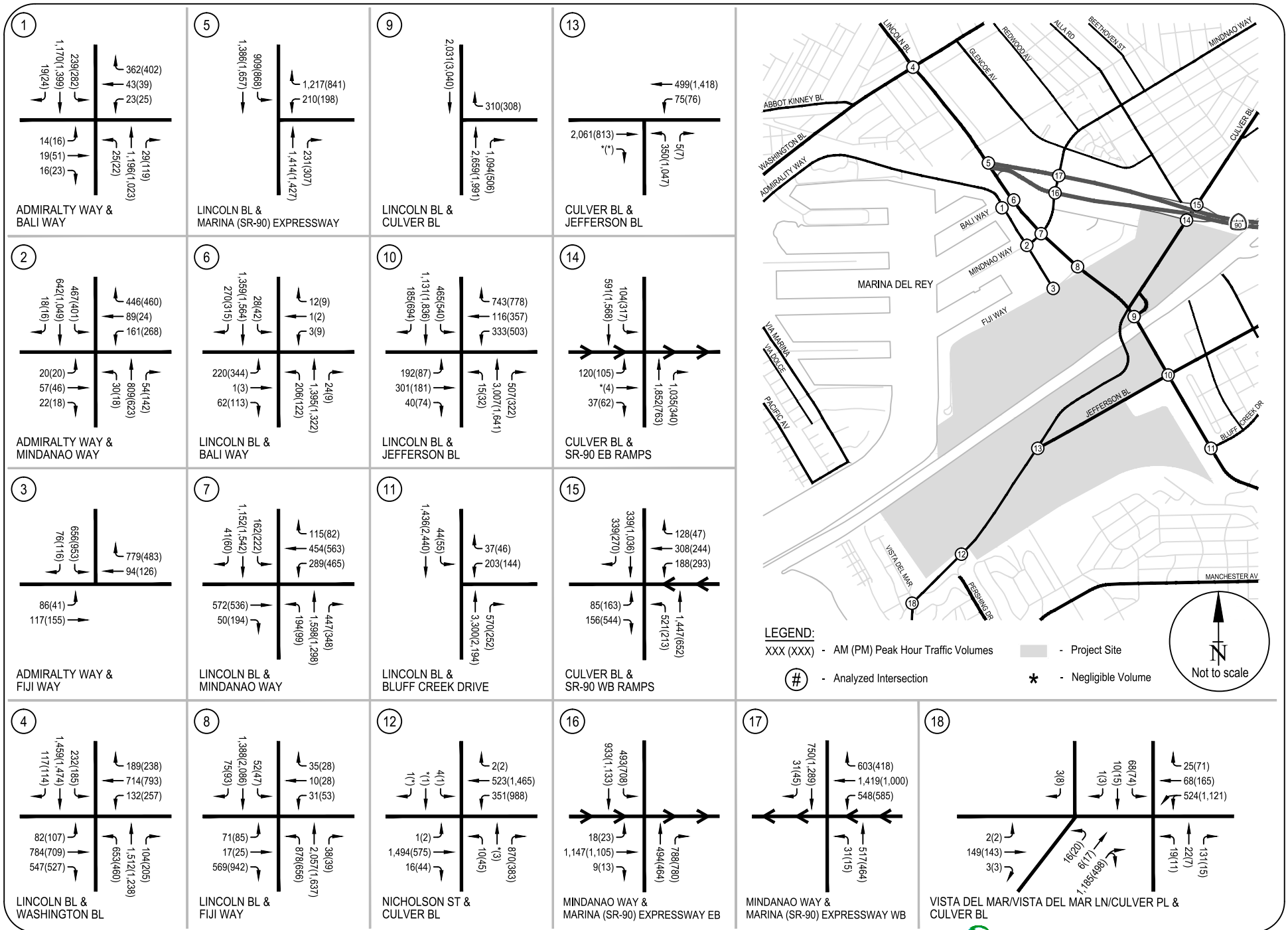


FIGURE 9
 EXISTING WITH AMBIENT GROWTH (2023) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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*, 9th 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.

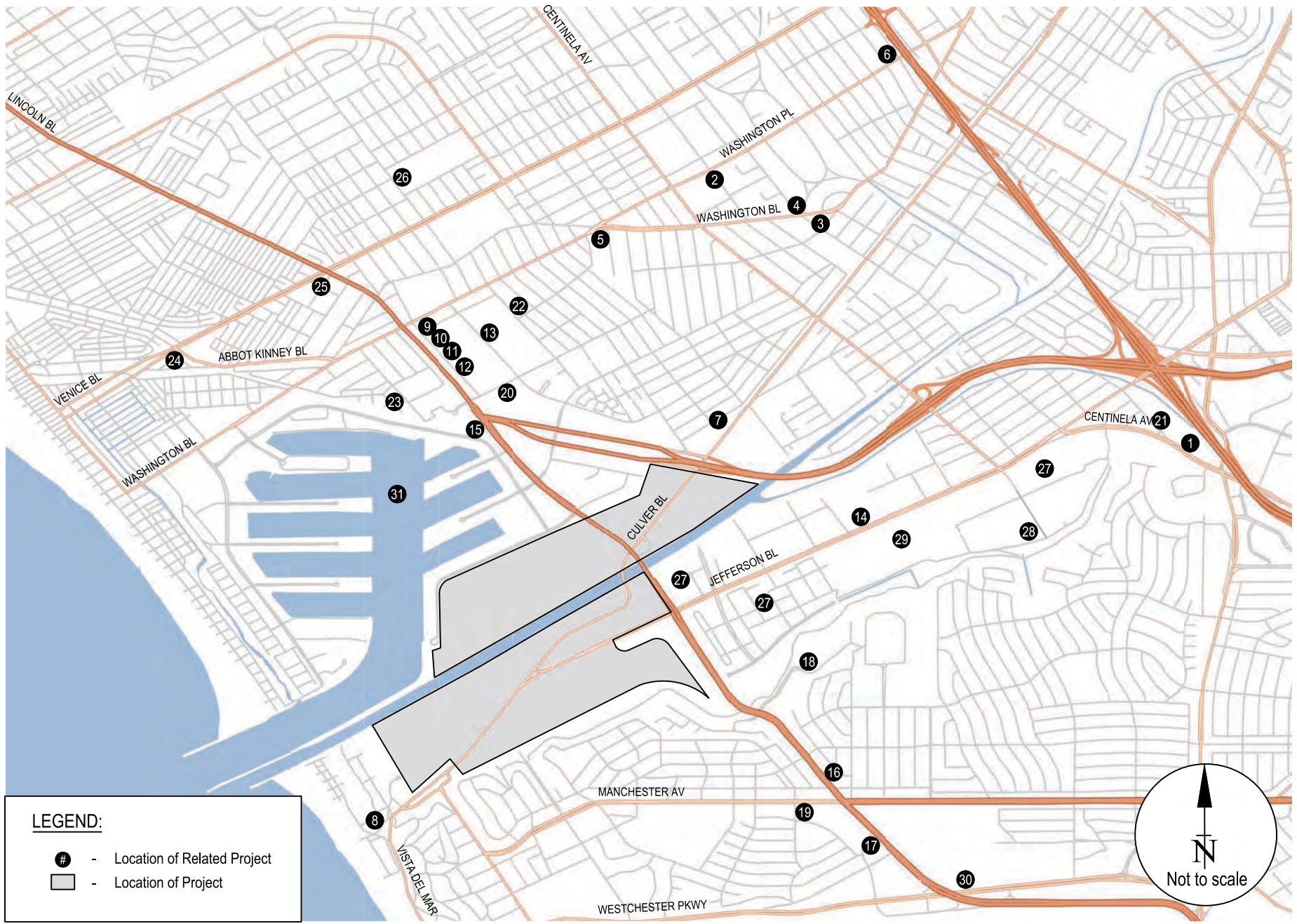


FIGURE 10
LOCATION OF RELATED PROJECTS

**TABLE 4
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS**

Map No.	Project Name	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
City of Culver City [1]										
1	Entrada Office Project	6161 W. Centinela Avenue	342,409 s.f. of commercial office use	3,442	442	60	502	79	383	462
2	Residential	4025 Grand View Boulevard	36 Townhome rental units	209	3	13	16	13	6	19
3	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	58	96	119	105	224
4	Mixed-Use Project	11957 Washington Boulevard	Mixed-Use Project with 30 d.u. and 8,682 s.f. Retail	1,587	25	25	50	68	68	136
5	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
6	Commercial	11281 Washington Place	New Retail with 6,294 s.f. and 25 parking spaces.	1,125	18	11	29	45	49	94
City of Los Angeles [2]										
7	Marina Island Mixed-Use: Apartment & Office	5000 S. Beethoven Street	Mixed-Use: 156-Unit Apartment and 33,484 s.f. Office.	1,406	62	70	132	102	101	203
8	Mixed-use condominium and retail	138 Culver Boulevard	Mixed-use with 72-unit condominium, 13,000 s.f. retail space & 1,500 s.f. restaurant.	984	26	34	60	60	55	115
9	Mixed-Use: Apartment, Mini-Warehouse & Office	4040 S. Del Rey Avenue	New 195-Unit Apartment; 15,000 sf Office & 80,000 s.f. Mini-Warehouse (Option 1) or 235-Unit Apartment & 15,000 s.f. Office (Option 2 Preferred).	931	16	31	47	36	26	62
10	Apartment	4090 S. Del Rey Avenue	51 d.u. apartments	339	5	21	26	23	13	36
11	Apartment	4100 S. Del Rey Avenue	77 d.u. apartments	512	8	31	39	35	19	54
12	Mixed-Use: Condominium & Office	4210 S. Del Rey Avenue	Proposed 136 Condominium Units & 20,000 s.f. Commercial Office.	627	29	42	71	44	41	85
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	56
14	Office	12777 W. Jefferson Boulevard	Commercial Office Expansion (49,950 s.f.).	550	68	9	77	17	83	100
15	Mixed-Use: Condominium & Retail	4363 S. Lincoln Boulevard	Consultation: proposed 10-Story, 80 Condominium Units & 15,100 s.f. Supermarket.	695	11	28	39	42	26	68
16	Coffee Shop without Drive Through	8400 S. Lincoln Boulevard	Starbucks Coffee Shop (without Drive Through) within Shopping Center (1,522 s.f. In + 150 s.f. Out).	1,354	99	95	194	31	30	61
17	OTIS College of Arts & Design	9045 S. Lincoln Boulevard	Relocation & Consolidation of existing OTIS College Campus students, faculty & staff.	48	4	1	5	3	3	6
18	LMU Master Plan	1 LMU Drive	Increase enrollment capacity to 7,800 students.	2,540	146	30	176	129	128	257
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.	887	13	52	65	57	31	88
20	Mixed-Use: residential & retail	13488 W. Maxella Avenue	The Villa Marina Mixed-Use: 244 Condominium Units and 9,000 s.f. Retail.	896	11	84	95	73	10	83
21	Mixed-Use: Apartment & Automotive Dealership	5748 S. Mesmer Avenue	New 400-Unit Apartment & 250,000 s.f. Automotive Dealership (West LA Hootman) - 5 Auto Dealers	8,866	350	243	593	475	581	1056
22	Mixed-Use: Condominium & Office	4091 S. Redwood Avenue	67 d.u. condominium & 7,525 s.f. commercial office building with 141 parking spaces	391	4	21	25	29	22	51
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	14	2	12	14
24	Residential & Retail	580 Venice Boulevard	(Preliminary) 5-unit residential plus 5,700 s.f. retail space.	1,084	17	12	29	45	47	92
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
26	LAUSD Elementary School	2224 S. Walgrove Avenue	New 567-Student Elementary School (K-5) Immersive Mandarin Language program.	n/a	286	224	510	153	187	340
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
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
29	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.	24,220	577	1,049	1,626	1,275	1,027	2,302
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
County of Los Angeles										
31	Marina Del Rey Local Coastal Plan [6]	Marina del Rey	Development contained within Local Coastal Plan	34,098	622	1,085	1,707	1378	1,125	2,503
RELATED PROJECTS TRIP GENERATION TOTAL				142,959	8,436	5,336	13,772	6,976	9,761	16,737

[1] Source: Related projects obtained *Culver City Planning Division - Active Projects List April 2011*. Trip generation estimates based on *Trip Generation Manual*, 9th Edition, ITE 2012.

[2] 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.

[3] Trip generation from *Playa Vista Traffic Impact Assessment Culver City Agreement-Third Amendment*, Kaku Associates, May 2002.

[4] Trip generation from *the Village at Playa Vista Transportation Plan*, Raju Associates, Inc. and Kaku Associates, July 2003.

[5] Trip generation from *Transportation Study for the LAX Northside Plan Update*, Gibson Transportation Consulting, Inc., May 2014.

[6] Trip generation from *Traffic Study for the Marina del Rey Local Coastal Program Amendment*, Raju Associates, Inc., April 2016.

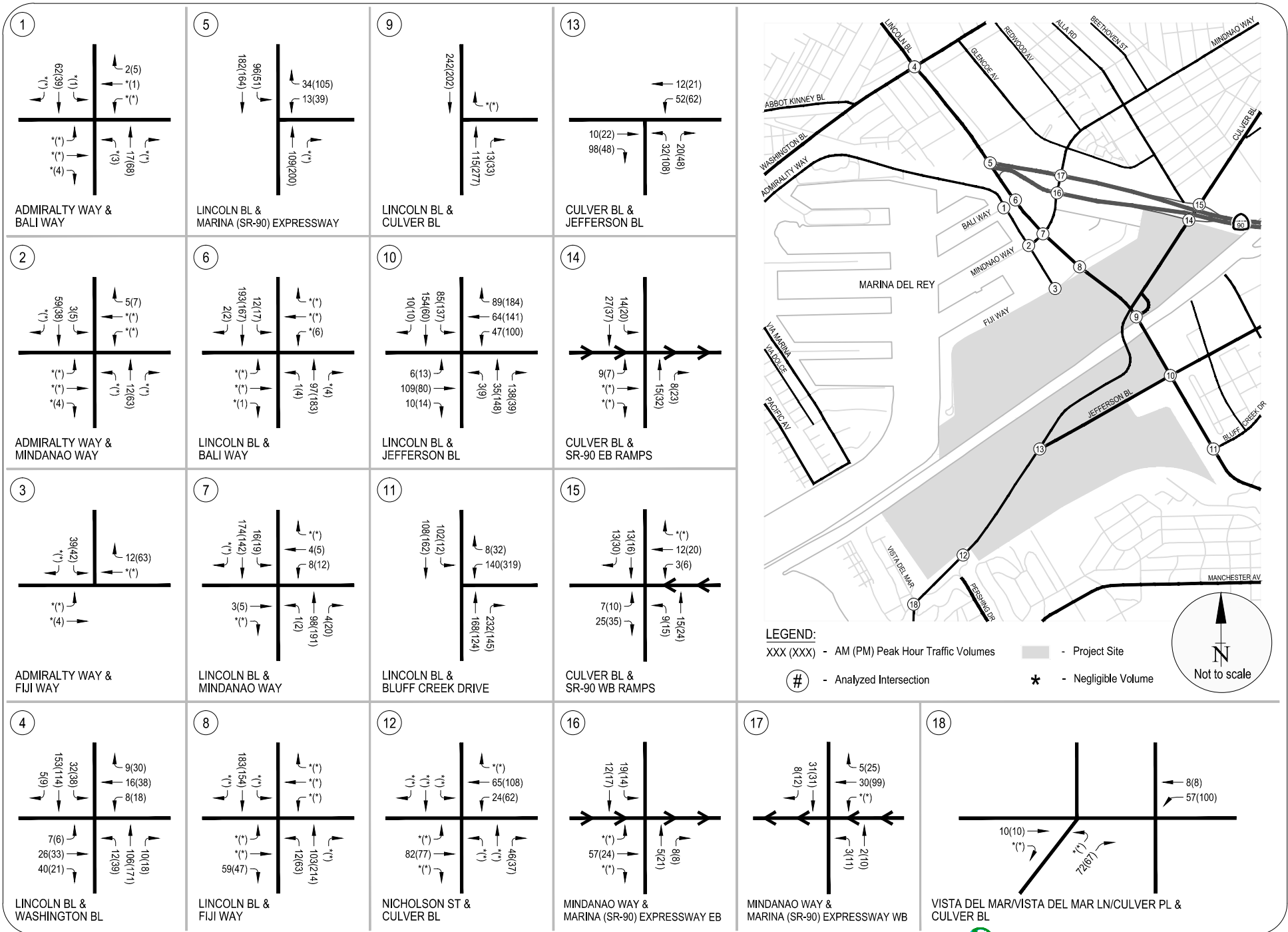
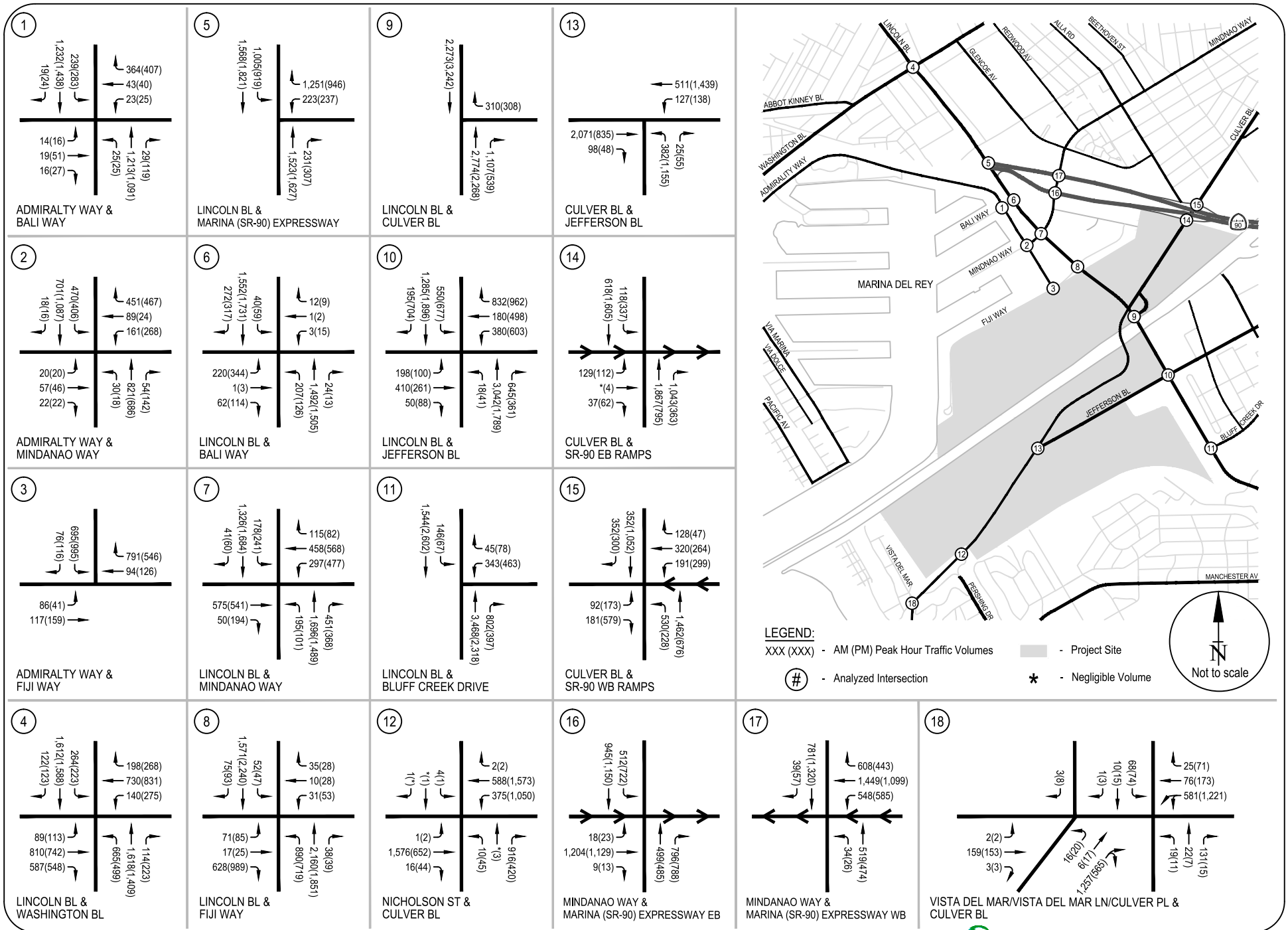


FIGURE 11
RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES



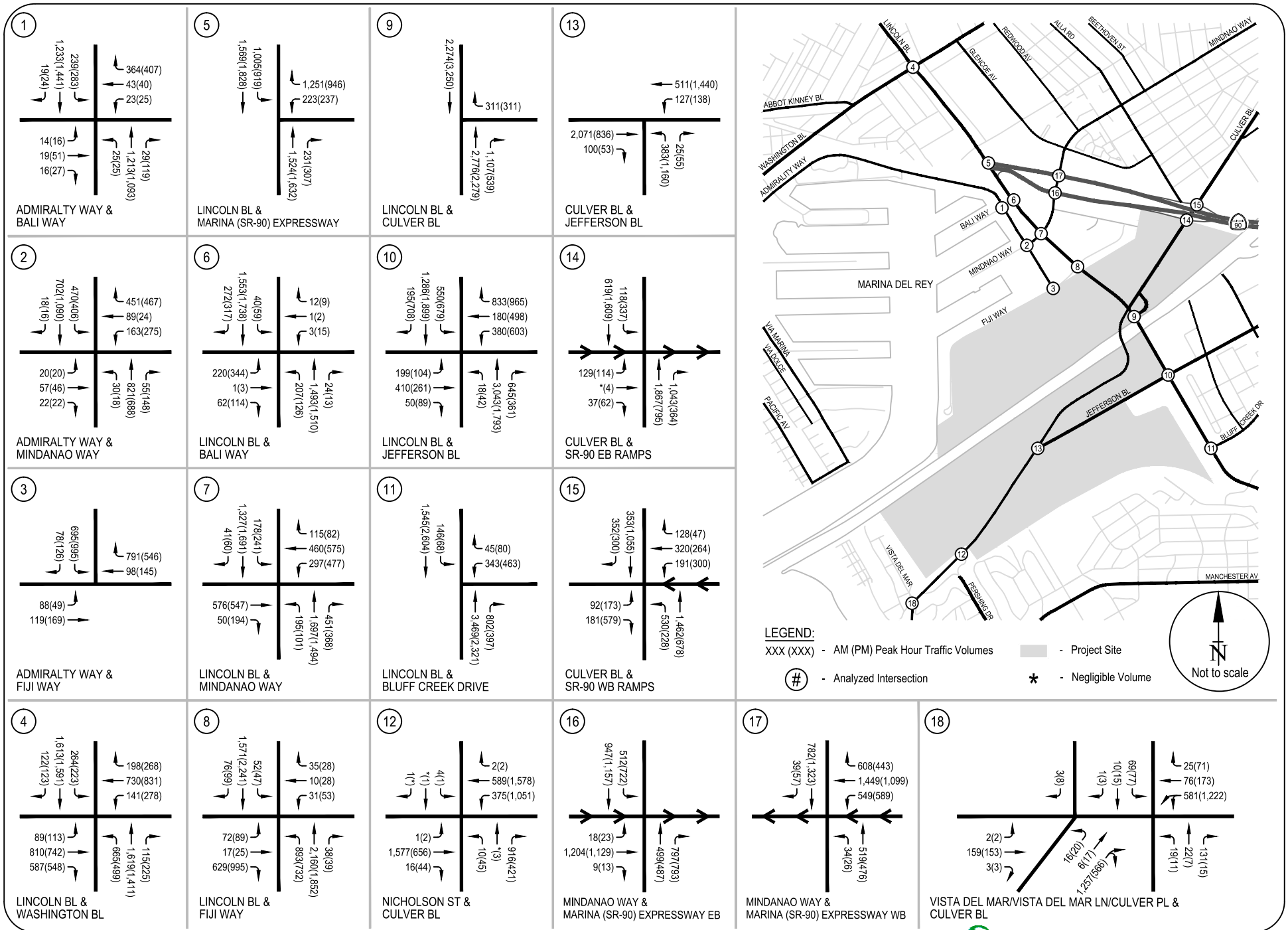


FIGURE 13
 CUMULATIVE (2023) PLUS PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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:

Intersection Condition With Project Traffic		Project-Related Increase in V/C Ratio
<u>LOS</u>	<u>V/C Ratio</u>	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	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**

No.	Intersection	Peak Hour	Existing (2015) Conditions		Existing (2015) plus Project Conditions		Project Increase in V/C	Significant Project Impact	Cumulative (2023) Base Conditions		Cumulative (2023) plus Project Conditions		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Admiralty Way & Bali Way	AM	0.616	B	0.616	B	0.000	No	0.656	B	0.656	B	0.000	No
		PM	0.627	B	0.628	B	0.001	No	0.692	B	0.692	B	0.001	No
2.	Admiralty Way & Mindanao Way	AM	0.667	B	0.667	B	0.001	No	0.709	C	0.709	C	0.001	No
		PM	0.587	A	0.593	A	0.006	No	0.652	B	0.658	B	0.006	No
3.	Admiralty Way & Fiji Way	AM	0.451	A	0.452	A	0.001	No	0.485	A	0.486	A	0.001	No
		PM	0.338	A	0.356	A	0.018	No	0.376	A	0.394	A	0.018	No
4.	Lincoln Boulevard & Washington Boulevard	AM	0.837	D	0.838	D	0.001	No	0.937	E	0.938	E	0.001	No
		PM	0.783	C	0.785	C	0.002	No	0.893	D	0.896	D	0.002	No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM	0.717	C	0.717	C	0.000	No	0.793	C	0.793	C	0.000	No
		PM	0.676	B	0.678	B	0.001	No	0.798	C	0.799	C	0.001	No
6.	Lincoln Boulevard & Bali Way	AM	0.509	A	0.509	A	0.000	No	0.585	A	0.585	A	0.000	No
		PM	0.552	A	0.553	A	0.001	No	0.634	B	0.635	B	0.001	No
7.	Lincoln Boulevard & Mindanao Way	AM	0.710	C	0.710	C	0.000	No	0.787	C	0.787	C	0.001	No
		PM	0.781	C	0.785	C	0.004	No	0.894	D	0.898	D	0.004	No
8.	Lincoln Boulevard & Fiji Way	AM	0.628	B	0.631	B	0.002	No	0.711	C	0.712	C	0.001	No
		PM	0.720	C	0.729	C	0.009	No	0.822	D	0.832	D	0.010	No
9.	Lincoln Boulevard & Culver Loop	AM	0.805	D	0.806	D	0.001	No	0.877	D	0.877	D	0.000	No
		PM	0.535	A	0.539	A	0.004	No	0.637	B	0.640	B	0.003	No
10.	Lincoln Boulevard & Jefferson Boulevard	AM	0.840	D	0.841	D	0.001	No	0.937	E	0.937	E	0.000	No
		PM	0.639	B	0.640	B	0.001	No	0.821	D	0.824	D	0.003	No
11.	Lincoln Boulevard & Bluff Creek Drive	AM	0.544	A	0.545	A	0.001	No	0.697	B	0.697	B	0.000	No
		PM	0.360	A	0.360	A	0.000	No	0.536	A	0.536	A	0.000	No
12.	Nicholson Street & Culver Boulevard	AM	0.652	B	0.652	B	0.000	No	0.732	C	0.733	C	0.001	No
		PM	0.798	C	0.800	D	0.002	No	0.915	E	0.918	E	0.002	No
13.	Jefferson Boulevard & Culver Boulevard	AM	0.727	C	0.727	C	0.000	No	0.815	D	0.816	D	0.000	No
		PM	0.810	D	0.812	D	0.002	No	0.987	E	0.989	E	0.001	No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM	0.436	A	0.436	A	0.000	No	0.479	A	0.479	A	0.000	No
		PM	0.463	A	0.466	A	0.003	No	0.510	A	0.513	A	0.003	No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM	0.798	C	0.798	C	0.000	No	0.866	D	0.866	D	0.000	No
		PM	0.873	D	0.875	D	0.001	No	0.974	E	0.975	E	0.001	No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM	0.756	C	0.757	C	0.001	No	0.827	D	0.827	D	0.000	No
		PM	0.809	D	0.810	D	0.001	No	0.877	D	0.879	D	0.002	No
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM	0.572	A	0.572	A	0.000	No	0.624	B	0.625	B	0.001	No
		PM	0.559	A	0.560	A	0.001	No	0.634	B	0.636	B	0.002	No
18.	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	No
		PM	0.653	B	0.657	B	0.004	No	0.765	C	0.768	C	0.003	No

[1] Los Angeles County Congestion Management Program monitoring location.

V/C - Volume to Capacity Ratio

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	B	Area "B" Southeast Gas Lines	1a. Remove and relocate existing gas line	1/2/2017	20	8
2	B	Area "B" South Enhancement	2a. Create swale (10,000 CY wet cut)	1/2/2017	40	26
3	A	Area "A" Gas Line Removal	3a. Remove existing inactive gas line	1/2/2017	10	8
			3b. Cut and cap gas line at Fiji Way	1/2/2017	1	8
4	A & B	Pedestrian/Bike Bridge	4a. Construct temporary & portion of final re-routed trail to existing trail	4/17/2017	40	15
			4b. Construct new pedestrian/bike bridge over Ballona Creek	1/2/2017	130	50
			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
6	A	Clear, Grub, and Stockpile Area "A"	6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017	10	35
			6b. Remove trash	7/4/2017	20	35
			6c. Stockpile	7/4/2017	20	35
7	A	Excavate Area "A"	7a. Remove 36" concrete pipe near center of Area A	7/4/2017	5	8
			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)	7/4/2017	5	80
8	A	Area "A" Construct North Levee	8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017	35	90
			8b. Protect Del Ray 13, 14, 15, 17, and 19	1/2/2017	n/a	-
9	B & Property 1	Area "B" North Gas Line Relocation & Well Abandonment	9a. Drill new well at SoCal Gas Plant to replace Del Ray 12	1/2/2017	50	70
			9b. Abandon and plug Del Ray 12	4/3/2017	90	17
			9c. Remove/relocate existing pipelines	7/4/2017	10	8
10	B	Area "B" North Clear & Grub	10a. Remove vegetation from Area B North and interim levee (25,000 CY wet cut)	7/4/2017	10	35
			10b. Remove trash	7/4/2017	50	35
11	B	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)	7/4/2017	5	80
12	B	Construct Area "B" Levee	12a. Construct Area B levees (452,800 CY fill = total import from Area A = 566,000 CY)	8/14/2017	165	90
13	B	Clear, Grub, and Stockpile Area "B" East	13a. Remove vegetation in Area B East (4,600 CY wet cut)	2/5/2018	5	26
			13b. Stockpile and prepare for fill	2/5/2018	5	35
14	B	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
15	C	Clear & Grub Area "C" North & South	15a. Protect baseball fields and structures.	1/2/2017	n/a	-
			15b. Clear vegetation from Area C North (56,000 CY dry cut) & South (15,000 CY dry cut)	4/2/2018	10	35
			15c. Re-align and replace Marina ditch (45,000 CY wet cut)	4/23/2018	15	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)	5/21/2018	75	80
			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	C	Finish Grading for Uplands Area "C" South	17a. Finish grading Area C South	6/3/2019	15	10
			17b. Re-establish upland vegetation	6/24/2019	5	16
18	B	Area "B" New and Reconstructed Culverts	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
			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
20	A & B	Area "A" and Area "B" North Block and Fill Existing Channels	20a. Install temporary pipe	4/15/2019	10	8
			20b. Temporary block then fill existing Ballona Creek (269,100 CY fill from Seq 19)	4/15/2019	60	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	B	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	10/14/2019	65	15
			23b. Construct County Parking Structure Foundation	10/14/2019	60	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
PHASE 2						
Area A Gas Well Removal and Restoration						
25	A & Property 1	Gas Well Abandonment	25a. Drill new well at SoCal Gas Plant to replace Del Ray 19	1/2/2017	50	70
			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	A	Area A around Wells Clear & Grub	26a. Remove vegetation around wells (2,000 CY)	1/22/2018	5	26
27	A	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
28	A	Finish Grading For Uplands	28a. Finish grading around wells	2/12/2018	10	26
			28b. Re-establish upland vegetation	2/26/2018	5	16
Area B wells						
29	B	Area B Abandon Wells	29a. Drill new well at SoCal Gas Plant to replace Del Rey 9 and Vidor 18	1/2/2017	50	70
			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	B	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	26
31	B	Finish Grading For Uplands	31a. Finish grading around wells	12/4/2017	10	26
			31b. Re-establish upland vegetation	12/18/2017	5	16
Area B West						
32	B	Area "B" West Clear & Grub	32a. Remove vegetation in Area B West (76,000 CY)	4/17/2023	10	35
			33a. Install temporary flexible storm drain	5/1/2023	10	26
			33b. Dig below (over excavate) levees (10,800k CY wet cut)	5/1/2023	10	90
33	B	Area "B" West Grading and Levee Extension	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))	5/15/2023	75	90
34	B	Area "B" West Excavate and Breach Existing Levees	34a. Breach existing levee in Area B West and place in Stability berms (75,000 CY wet = 26,000 + 49,000)	4/15/2023	130	80
35	B	Finish Bike Path, Pedestrian Walkway and Amenities	35a. Construct maintenance and fire access road and bike path on new levee.	8/14/2023	20	15
36	B	Finish Grading For Uplands	36a. Finish grading Area B East	9/4/2023	10	10
			36b. Re-establish upland vegetation	9/18/2023	5	16

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
 - 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
 - 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:

1. 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.

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.

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:

- Cumulative (2019) Base (without Project – Pre-Construction) Conditions – 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.

- Cumulative (2019) with Construction Activity Conditions – 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.

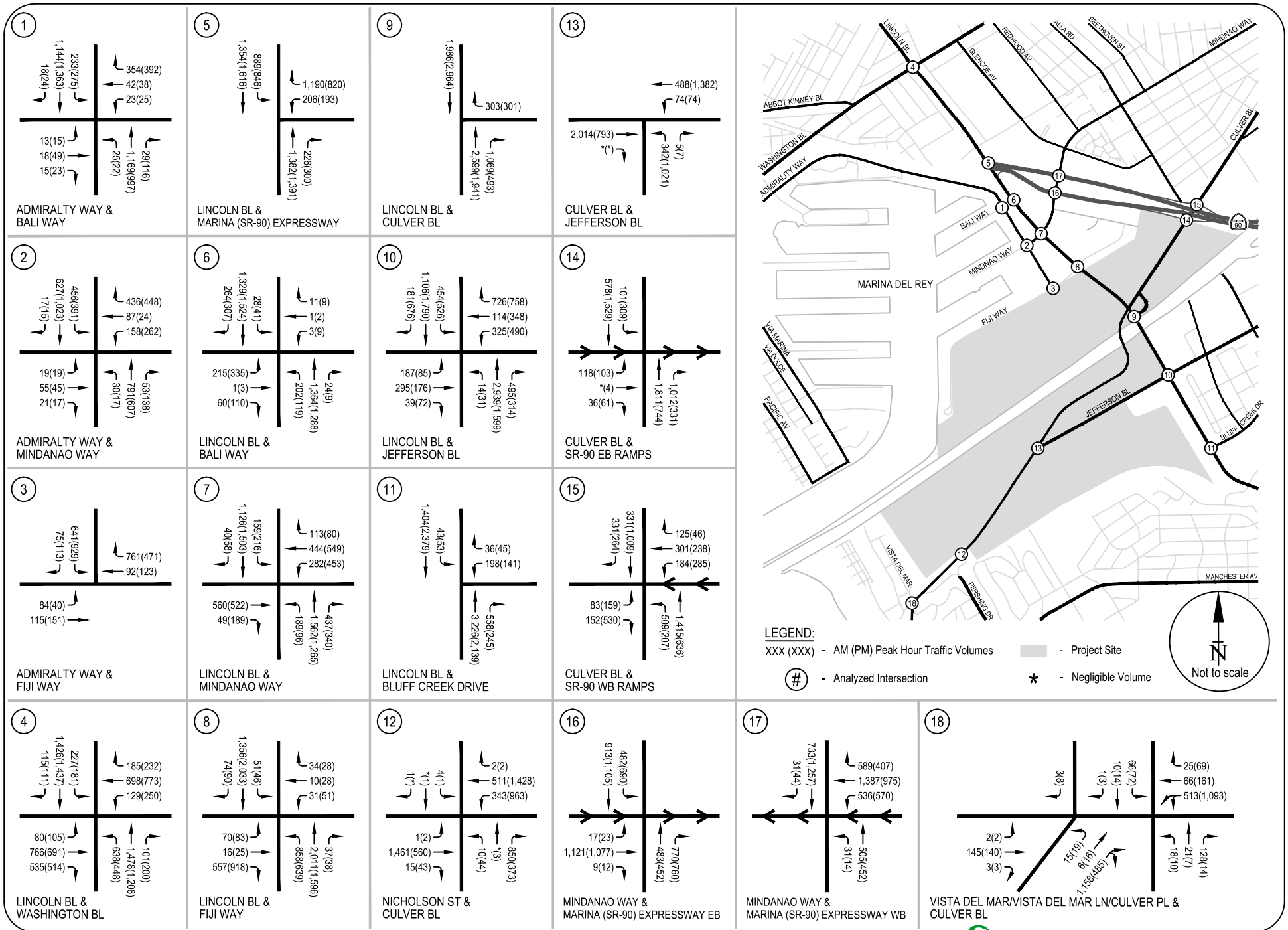


FIGURE 14
EXISTING PLUS AMBIENT GROWTH (2019) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

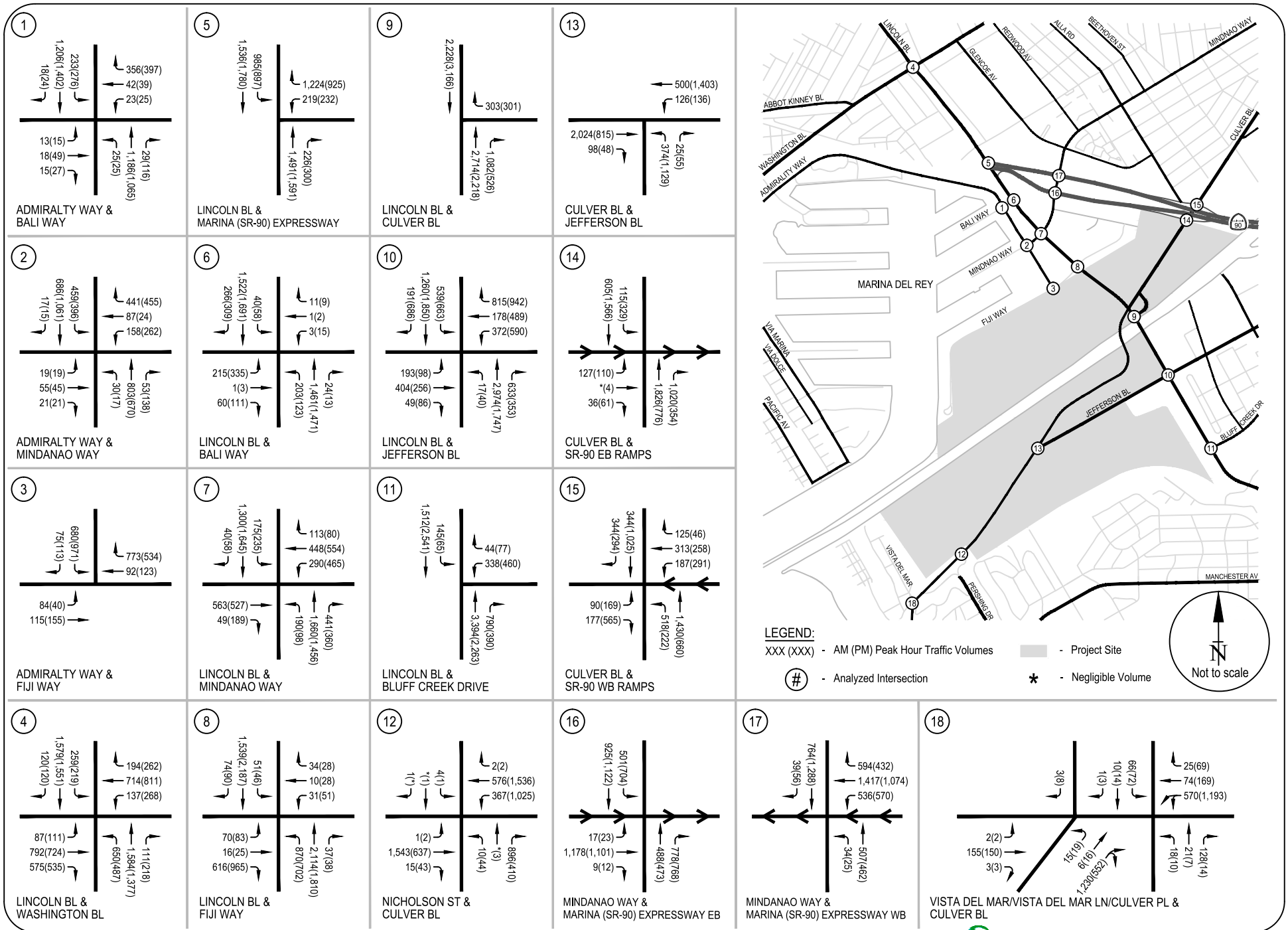


FIGURE 15
CUMULATIVE (2019) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES
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**TABLE 7
PEAK CONSTRUCTION ACTIVITY/SEQUENCES**

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
		PHASE 1				
7	A	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	B	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	10/14/2019	65	15
			23b. Construct County Parking Structure Foundation	10/14/2019	60	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	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

	Daily	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers [1]	809	31	4	35	6	28	34
Soil Export [2,3] (Dump Truck Trips)	1,200	75	75	150	0	0	0
Total Trips	2,009	106	79	185	6	28	34

[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, 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 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.

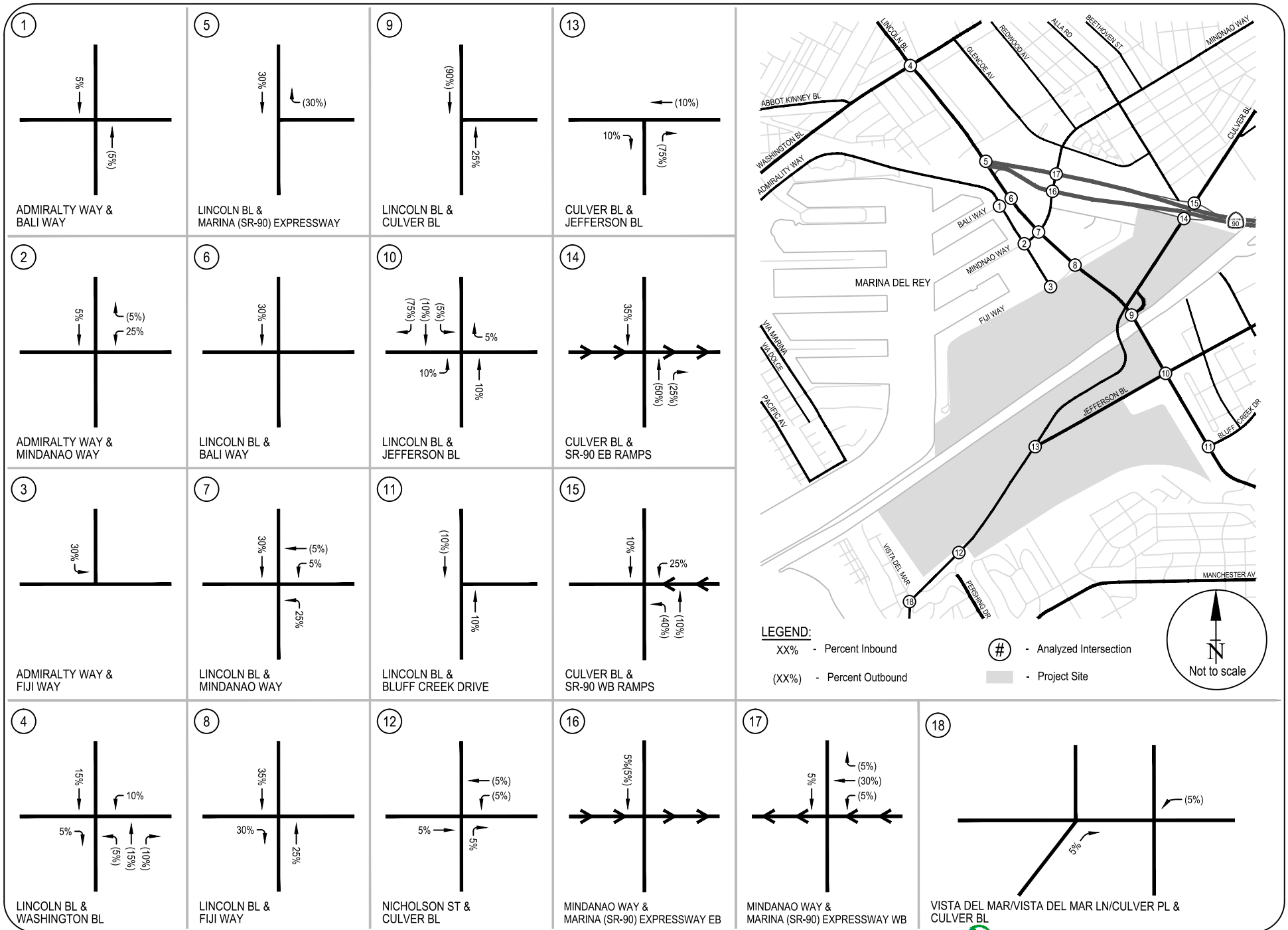


FIGURE 16A
CONSTRUCTION WORKERS TRIP DISTRIBUTION
TO/FROM AREA A TEMPORARY PARKING LOT

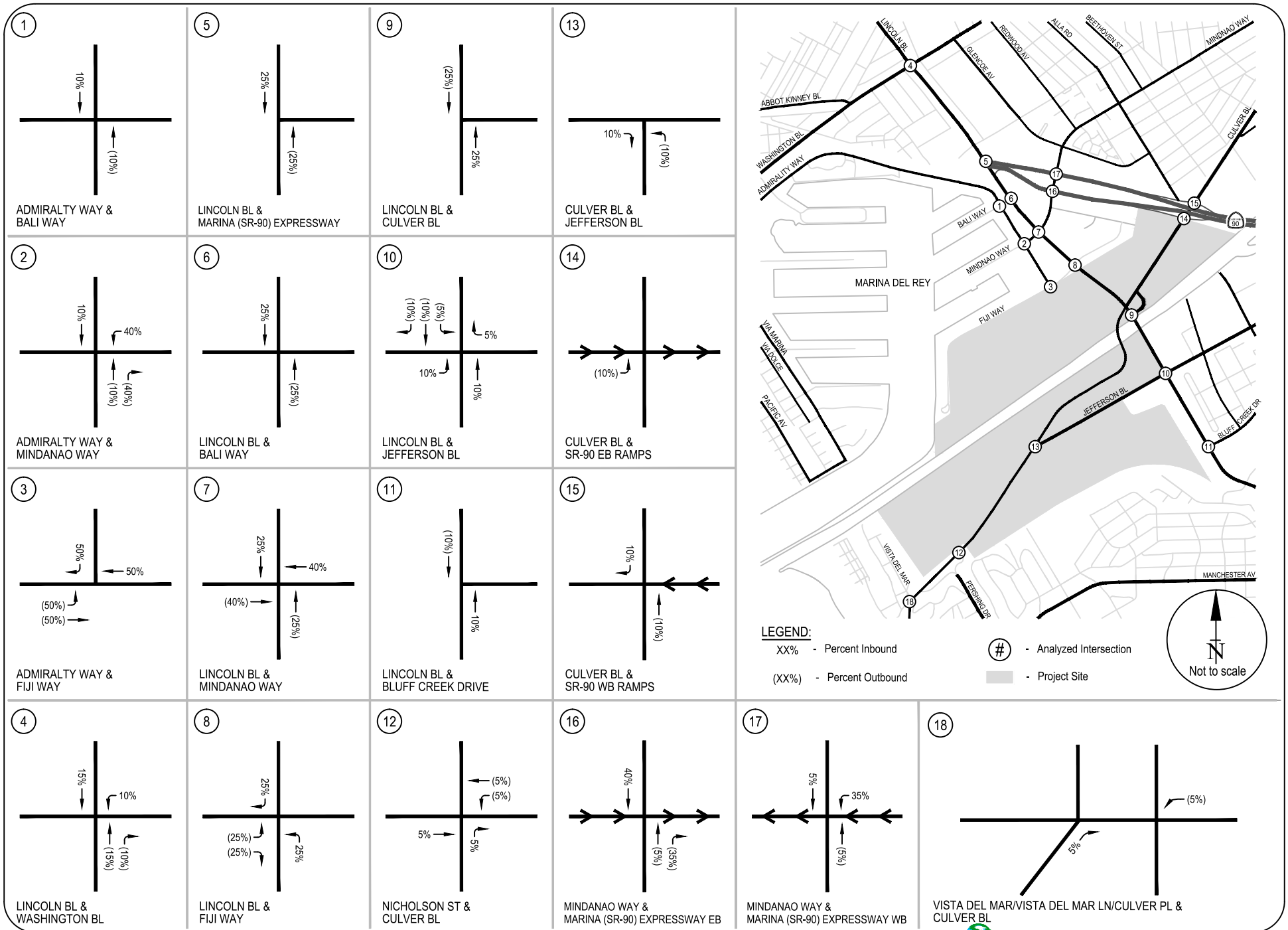
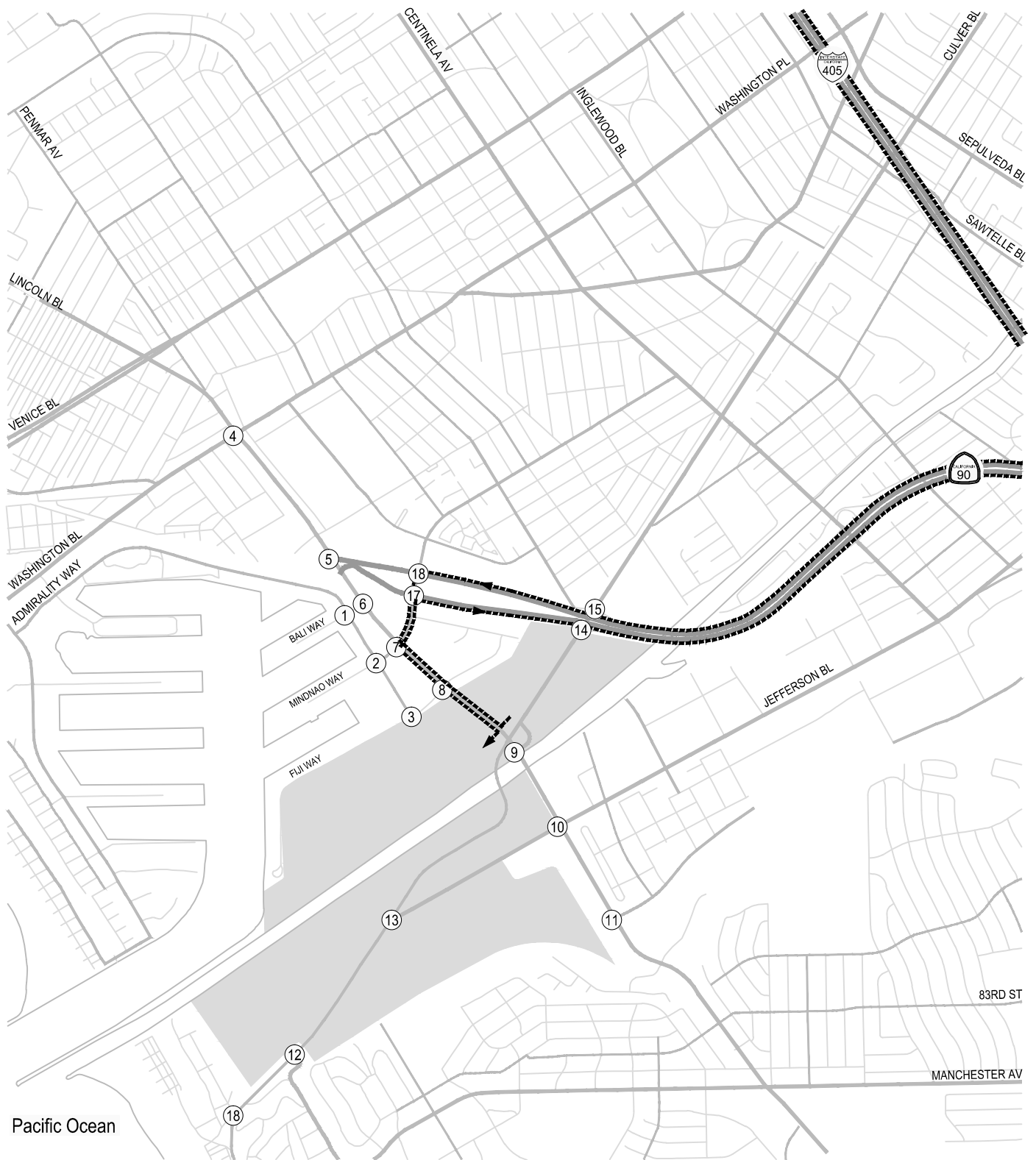


FIGURE 16B
CONSTRUCTION WORKERS TRIP DISTRIBUTION
TO/FROM AREA A PROPOSED COUNTY PARKING STRUCTURE



LEGEND

#

- Location of Analyzed Intersections

- Project Site

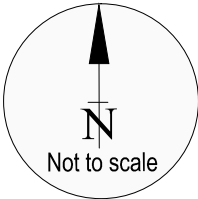


FIGURE 17
TRUCK HAUL ROUTE

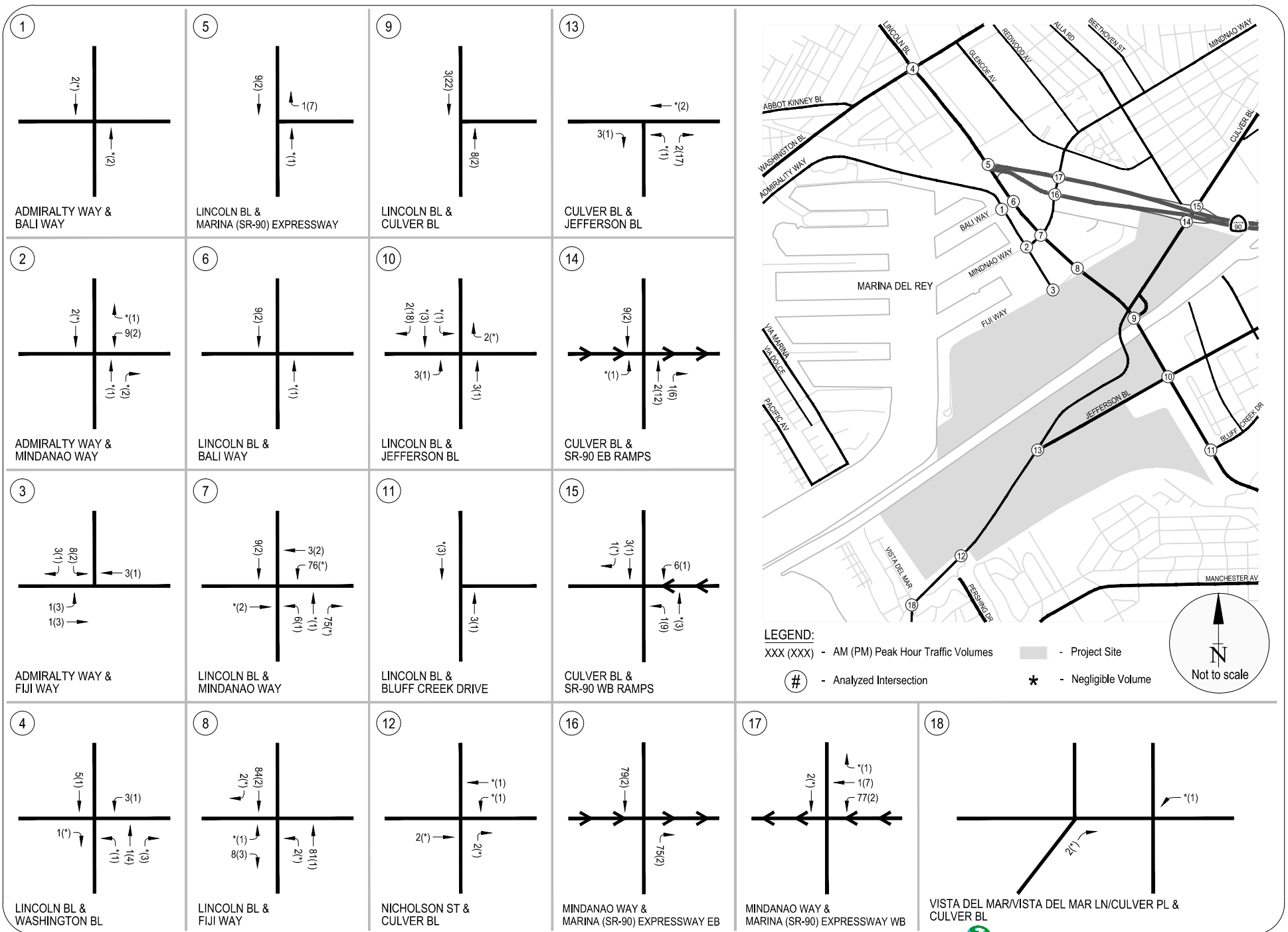


FIGURE 18
CONSTRUCTION ACTIVITY TRIPS - PEAK HOUR TRAFFIC VOLUMES
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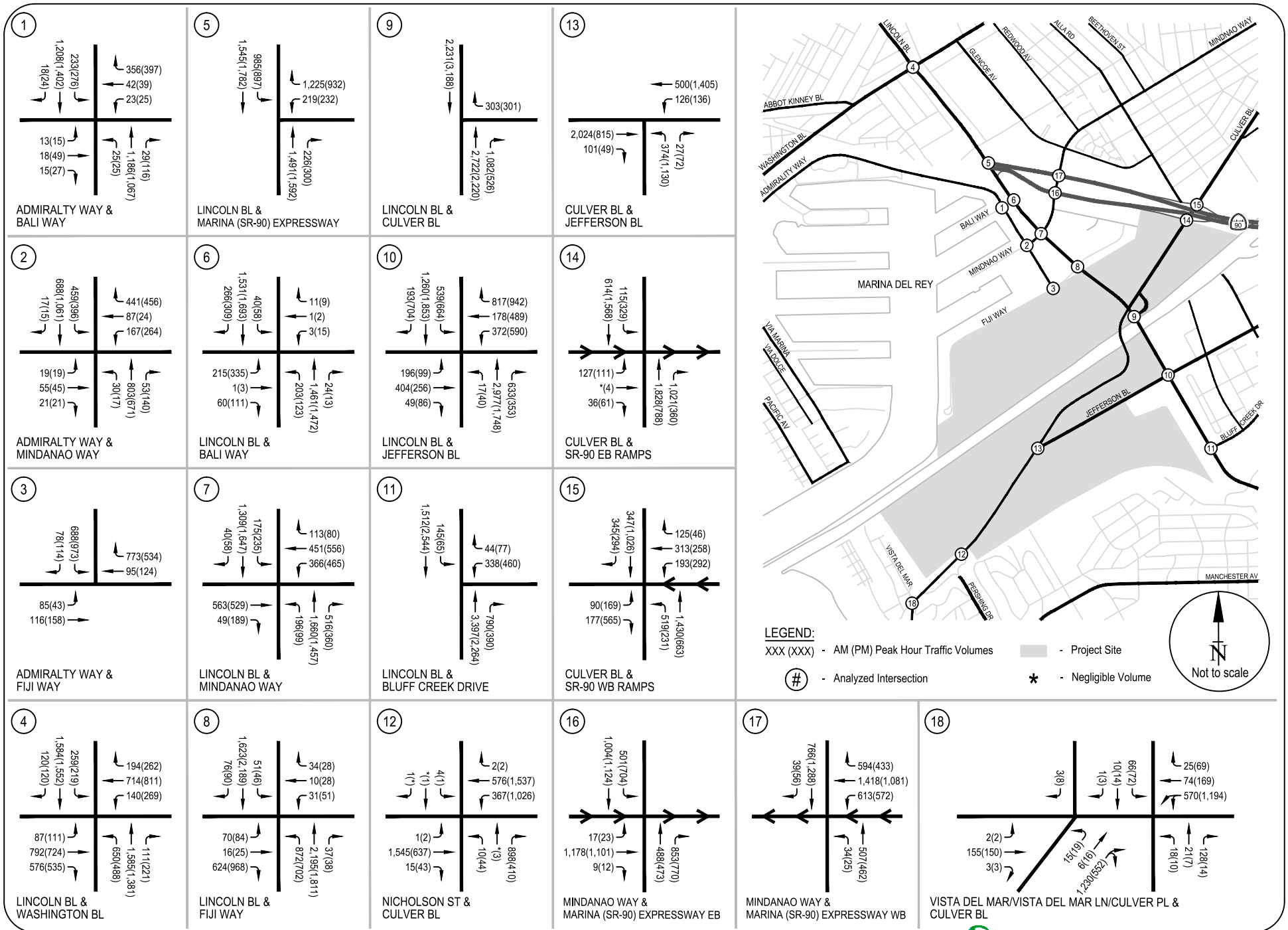


FIGURE 19
CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY - PEAK HOUR TRAFFIC VOLUMES
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CUMULATIVE BASE (YEAR 2019 PRE-CONSTRUCTION) TRAFFIC CONDITIONS

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

No.	Intersection	Peak Hour	Cumulative (2019) Base Conditions		Cumulative (2019) with Construction Activity		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS		
1.	Admiralty Way & Bali Way	AM	0.639	B	0.639	B	0.000	No
		PM	0.672	B	0.673	B	0.001	No
2.	Admiralty Way & Mindanao Way	AM	0.690	B	0.693	B	0.003	No
		PM	0.634	B	0.636	B	0.002	No
3.	Admiralty Way & Fiji Way	AM	0.471	A	0.472	A	0.001	No
		PM	0.365	A	0.368	A	0.003	No
4.	Lincoln Boulevard & Washington Boulevard	AM	0.915	E	0.917	E	0.003	No
		PM	0.870	D	0.871	D	0.001	No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM	0.774	C	0.774	C	0.001	No
		PM	0.778	C	0.779	C	0.001	No
6.	Lincoln Boulevard & Bali Way	AM	0.571	A	0.573	A	0.002	No
		PM	0.616	B	0.616	B	0.000	No
7.	Lincoln Boulevard & Mindanao Way	AM	0.768	C	0.798	C	0.030	No
		PM	0.870	D	0.872	D	0.001	No
8.	Lincoln Boulevard & Fiji Way	AM	0.694	B	0.714	C	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	B	0.621	B	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
11.	Lincoln Boulevard & Bluff Creek Drive	AM	0.682	B	0.682	B	0.000	No
		PM	0.523	A	0.524	A	0.001	No
12.	Nicholson Street & Culver Boulevard	AM	0.715	C	0.715	C	0.001	No
		PM	0.892	D	0.892	D	0.001	No
13.	Jefferson Boulevard & Culver Boulevard	AM	0.796	C	0.796	C	0.000	No
		PM	0.963	E	0.965	E	0.001	No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM	0.467	A	0.467	A	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	E	0.951	E	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	B	0.609	B	0.000	No
		PM	0.616	B	0.619	B	0.002	No
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.856	D	0.856	D	0.000	No
		PM	0.744	C	0.744	C	0.000	No

[1] 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)	<p>Phased Restoration:</p> <ul style="list-style-type: none">Phase 1 (Interim Restoration):<ul style="list-style-type: none">Area A and North Area B tidal wetland restoration and Ballona Creek realignmentSouth Area B managed wetland enhancementEast Area B (western portion), North Area C, and South Area C (eastern portion) upland habitat restorationPhase 2 (Final Restoration): West Area B tidal restoration	<ul style="list-style-type: none">Remove existing armored levees along Area A and North and West Area BInstall new earthen perimeter levees in Area A, along the North side of Culver Boulevard, and in North and West Area BInstall new water control structures in South Area BConstruct Culver Boulevard stormwater detention wetland	<ul style="list-style-type: none">Construct levee trail and bike pathsAdd gateway entrances with art/education installationsConstruct new 3-story parking structure, improve existing West Culver Parking LotInstall two new bridges for public access	<ul style="list-style-type: none">Gas well abandonment and replacement with phasingGas pipeline relocation (Phase 1)Removal of abandoned sewer pipe	<ul style="list-style-type: none">Large-scale grading:<ul style="list-style-type: none">Up to approximately 2,440,000 cubic yards (cy) of on-site soil excavation, transport, and placement (fill for levees and uplands)Fill stockpiled in East Area B and the Culver levee (Phase 1)10,000 cy of off-site soil exportInstall two new bridges for soil transport/public accessRemove existing levees and realign Ballona CreekRevegetation
Alternative 2: Restored Partial Sinuous Creek					
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	<p>Restoration:</p> <ul style="list-style-type: none">Area A and North Area B tidal wetland restoration and Ballona Creek realignmentSouth Area B managed wetland enhancementEast Area B, North Area C, and South Area C upland habitat restoration	<ul style="list-style-type: none">Remove existing levees along Area A and North Area BInstall new Area A and Culver Boulevard perimeter leveesInstall new South Area B water control structureConstruct Culver Boulevard stormwater detention wetland	<ul style="list-style-type: none">Construct levee trail and bike pathsAdd gateway entrances with art/education installationsConstruct new 3-story parking structure, improve existing West Culver Parking LotInstall two new bridges for public access	<ul style="list-style-type: none">Gas well abandonment and replacementGas pipeline relocationRemoval of abandoned sewer pipe	<ul style="list-style-type: none">Large-scale grading:<ul style="list-style-type: none">2,130,000 cy of on-site soil excavation, transport, and placement (fill for levees and uplands)10,000 cy of off-site soil exportInstall two new bridges for soil transport/public accessRemove existing levees, except in West Area B, realign Ballona CreekRevegetation
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	<p>Restoration:</p> <ul style="list-style-type: none">Area A tidal wetland restoration with new Ballona Creek water control structures	<ul style="list-style-type: none">Install new Area A perimeter leveeInstall new Area A water control structures (i.e., tide gates) along area AConstruct Culver Boulevard stormwater detention wetland	<ul style="list-style-type: none">Construct levee trail and bike pathsAdd gateway entrances with art/education installationsConstruct new 3-story parking structure, improve existing West Culver Parking LotInstall one new bridge for public access	<ul style="list-style-type: none">Gas well abandonment and replacementRemoval of abandoned sewer pipe	<ul style="list-style-type: none">Large-scale grading:<ul style="list-style-type: none">1,500,000 cy of on-site soil excavation, transport, and placement (fill for levees and uplands)1,230,000 cy of off-site soil exportInstall one new bridge for soil transport/public accessInstall new water control structures in existing Area A levee (i.e., north Ballona Creek levee)Revegetation
Alternative 4: No Federal Action/No Project					
No actions requiring federal, state, or local discretionary approval would be allowed.	<ul style="list-style-type: none">No change.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).Ongoing influence of sea level rise would substantially affect tidal wetlands and related habitats over time	<ul style="list-style-type: none">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 style="list-style-type: none">No changeNo new visitor or recreational amenities would be providedExisting public access restrictions would continueNo parking structure would be built, and no improvements to existing parking areas would be made.	<ul style="list-style-type: none">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 style="list-style-type: none">No implementation or construction would occurCDFW would continue to remove trash and debris, remove homeless encampments, and monitor and enforce other unauthorized or illegal activities.Management of existing tide gates would continue until their permanent closure is necessitated, e.g., by the effects of sea level rise.

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 alternative 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.

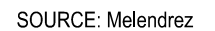
In Alternative 2, existing armored levees on the Ballona Creek channel adjacent to the Ballona Reserve would be removed and Ballona Creek would be realigned to flow in a natural meandering pattern as described for the Proposed Project; however, the southern levee of the Ballona Creek channel adjacent 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

Scenario	DAILY TOTAL	AM PEAK HOUR			PM PEAK HOUR		
		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 0	7 0	5 0	12 0	32 0	20 0	52 0
Alternative 3: Levee Culverts and Oxbow Difference from Alternative 1	378 0	7 0	5 0	12 0	32 0	20 0	52 0
Alternative 4: No Federal Action/No Project Difference from Alternative 1	0 (378)	0 (7)	0 (5)	0 (12)	0 (32)	0 (20)	0 (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 0	106 0	79 0	185 0	6 0	28 0	34 0
Alternative 3: Levee Culverts and Oxbow Difference from Alternative 1 % Difference	1,571 (438) -22%	89 (17) -16%	77 (2) -3%	166 (19) -10%	3 (3) -50%	12 (16) -57%	15 (19) -56%
Alternative 4: No Federal Action/No Project Difference from Alternative 1	0 (2,009)	0 (106)	0 (79)	0 (185)	0 (6)	0 (28)	0 (34)

**Note: Paths shown are approximate*



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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 State-listed 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

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	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%	39%	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.

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

No.	Intersection	Peak Hour	Existing (2015) Conditions		Existing (2015) plus Project - Alt. 2		Project Increase in V/C	Significant Project Impact	Cumulative (2023) Base Conditions		Cumulative (2023) plus Project - Alt. 2		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Admiralty Way & Bali Way	AM	0.616	B	0.616	B	0.000	No	0.656	B	0.656	B	0.000	No
		PM	0.627	B	0.628	B	0.001	No	0.692	B	0.692	B	0.001	No
2.	Admiralty Way & Mindanao Way	AM	0.667	B	0.667	B	0.001	No	0.709	C	0.709	C	0.001	No
		PM	0.587	A	0.593	A	0.006	No	0.652	B	0.658	B	0.006	No
3.	Admiralty Way & Fiji Way	AM	0.451	A	0.452	A	0.001	No	0.485	A	0.486	A	0.001	No
		PM	0.338	A	0.356	A	0.018	No	0.376	A	0.394	A	0.018	No
4.	Lincoln Boulevard & Washington Boulevard	AM	0.837	D	0.838	D	0.001	No	0.937	E	0.938	E	0.001	No
		PM	0.783	C	0.785	C	0.002	No	0.893	D	0.896	D	0.002	No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM	0.717	C	0.717	C	0.000	No	0.793	C	0.793	C	0.000	No
		PM	0.676	B	0.678	B	0.001	No	0.798	C	0.799	C	0.001	No
6.	Lincoln Boulevard & Bali Way	AM	0.509	A	0.509	A	0.000	No	0.585	A	0.585	A	0.000	No
		PM	0.552	A	0.553	A	0.001	No	0.634	B	0.635	B	0.001	No
7.	Lincoln Boulevard & Mindanao Way	AM	0.710	C	0.710	C	0.000	No	0.787	C	0.787	C	0.001	No
		PM	0.781	C	0.785	C	0.004	No	0.894	D	0.898	D	0.004	No
8.	Lincoln Boulevard & Fiji Way	AM	0.628	B	0.631	B	0.002	No	0.711	C	0.712	C	0.001	No
		PM	0.720	C	0.729	C	0.009	No	0.822	D	0.832	D	0.010	No
9.	Lincoln Boulevard & Culver Loop	AM	0.805	D	0.806	D	0.001	No	0.877	D	0.877	D	0.000	No
		PM	0.535	A	0.539	A	0.004	No	0.637	B	0.640	B	0.003	No
10.	Lincoln Boulevard & Jefferson Boulevard	AM	0.840	D	0.841	D	0.001	No	0.937	E	0.937	E	0.000	No
		PM	0.639	B	0.640	B	0.001	No	0.821	D	0.824	D	0.003	No
11.	Lincoln Boulevard & Bluff Creek Drive	AM	0.544	A	0.545	A	0.001	No	0.697	B	0.697	B	0.000	No
		PM	0.360	A	0.360	A	0.000	No	0.536	A	0.536	A	0.000	No
12.	Nicholson Street & Culver Boulevard	AM	0.652	B	0.652	B	0.000	No	0.732	C	0.733	C	0.001	No
		PM	0.798	C	0.800	D	0.002	No	0.915	E	0.918	E	0.002	No
13.	Jefferson Boulevard & Culver Boulevard	AM	0.727	C	0.727	C	0.000	No	0.815	D	0.816	D	0.000	No
		PM	0.810	D	0.812	D	0.002	No	0.987	E	0.989	E	0.001	No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM	0.436	A	0.436	A	0.000	No	0.479	A	0.479	A	0.000	No
		PM	0.463	A	0.466	A	0.003	No	0.510	A	0.513	A	0.003	No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM	0.798	C	0.798	C	0.000	No	0.866	D	0.866	D	0.000	No
		PM	0.873	D	0.875	D	0.001	No	0.974	E	0.975	E	0.001	No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM	0.756	C	0.757	C	0.001	No	0.827	D	0.827	D	0.000	No
		PM	0.809	D	0.810	D	0.001	No	0.877	D	0.879	D	0.002	No
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM	0.572	A	0.572	A	0.000	No	0.624	B	0.625	B	0.001	No
		PM	0.559	A	0.560	A	0.001	No	0.634	B	0.636	B	0.002	No
18.	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	No
		PM	0.653	B	0.657	B	0.004	No	0.765	C	0.768	C	0.003	No

[1] Los Angeles County Congestion Management Program monitoring location.

V/C - 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 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. 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	B	Area "B" Southeast Gas Lines	1a. Remove and relocate existing gas line	1/2/2017	20	8
2	B	Area "B" South Enhancement	2a. Create swale (10,000 CY wet cut)	1/2/2017	40	26
3	A	Area "A" Gas Line Removal	3a. Remove existing inactive gas line	1/2/2017	10	8
			3b. Cut and cap gas line at Fiji Way	1/2/2017	1	8
25	A & Property 1	Gas Well Abandonment	25a. Drill new well at SoCal Gas Plant to replace Del Ray 19	1/2/2017	50	70
			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	A	Area A around Wells Clear & Grub	26a. Remove vegetation around wells (2,000 CY)	1/22/2018	5	26
27	A	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
28	A	Finish Grading For Uplands	28a. Finish grading around wells	2/12/2018	10	26
			28b. Re-establish upland vegetation	2/26/2018	5	16
29	B	Area B Abandon Wells	29a. Drill new well at SoCal Gas Plant to replace Del Rey 9 and Vidor 18	1/2/2017	50	70
			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	B	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	26
31	B	Finish Grading For Uplands	31a. Finish grading around wells	12/4/2017	10	26
			31b. Re-establish upland vegetation	12/18/2017	5	16
4	A & B	Pedestrian/Bike Bridge	4a. Construct temporary & portion of final re-routed trail to existing trail	4/17/2017	40	15
			4b. Construct new pedestrian/bike bridge over Ballona Creek	1/2/2017	130	50
			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
6	A	Clear, Grub, and Stockpile Area "A"	6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017	10	35
			6b. Remove trash	7/4/2017	20	35
			6c. Stockpile	7/4/2017	20	35
7	A	Excavate Area "A"	7a. Remove 36" concrete pipe near center of Area A	7/4/2017	5	8
			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	A	Area "A" Construct North Levee	8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017	35	90
9	B & Property 1	Area "B" North Gas Line Relocation & Well Abandonment	9a. Drill new well at SoCal Gas Plant to replace Del Ray 12	1/2/2017	50	70
			9b. Abandon and plug Del Ray 12	4/3/2017	90	17
			9c. Remove/relocate existing pipelines	7/4/2017	10	8
10	B	Area "B" North Clear & Grub	10a. Remove vegetation from Area B North and Area B West (25,000 CY wet cut)	7/4/2017	10	35
			10b. Remove trash	7/4/2017	50	35
11	B	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 (3,000 CY wet cut)	7/4/2017	5	80
12	B	Construct Area "B" Levee	12a. Construct Area B levees (266,200 CY)	8/14/2017	165	90
13	B	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	B	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
15	C	Clear & Grub Area "C" North & South	15a. Demo baseball fields and structures.	1/2/2017	15	-
			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
16	A & C	Area "A" Grading and Export to Area "C" North & South	16a. Excavate Area A and export to C South (540,000 CY total)	5/21/2018	135	80
			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	C	Finish Grading for Uplands Area "C" South	17a. Reconstruct ballfields and structures and detailed grading in Area C South	6/3/2019	65	15
			17b. Re-establish upland vegetation	6/24/2019	5	16
18	B	Area "B" New and Reconstructed Culverts	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
			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
20	A & B	Area "A" and Area "B" North Block and Fill Existing Levees	20a. Install temporary pipe	4/15/2019	10	8
			20b. Temporary block then fill existing Ballona Creek (269,100 CY fill from Seq 19)	4/15/2019	60	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	B	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	10/14/2019	65	15
			23b. Construct County Parking Structure Foundation	10/14/2019	60	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	A	Export	24a. Export final excess dirt quantity (Assume 530,000 CY)	10/14/2019	150	2

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
 - 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.

Alternative 2: 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 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 on-site, 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.

TABLE 15
PEAK CONSTRUCTION ACTIVITY/SEQUENCES - ALTERNATIVE 2

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
7	A	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
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	B	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	10/14/2019	65	15
			23b. Construct County Parking Structure Foundation	10/14/2019	60	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	A	Export	24a. Export final excess dirt quantity (Assume 530,000 CY)	10/14/2019	150	2
					TOTAL NUMBER 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

	Daily	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers [1]	809	31	4	35	6	28	34
Soil Export [2,3] (Dump Truck Trips)	1,200	75	75	150	0	0	0
Total Trips	2,009	106	79	185	6	28	34

[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, 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 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

No.	Intersection	Peak Hour	Cumulative (2019) Base Conditions		Cumulative (2019) with Construction Activity		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS		
1.	Admiralty Way & Bali Way	AM	0.639	B	0.639	B	0.000	No
		PM	0.672	B	0.673	B	0.001	No
2.	Admiralty Way & Mindanao Way	AM	0.690	B	0.693	B	0.003	No
		PM	0.634	B	0.636	B	0.002	No
3.	Admiralty Way & Fiji Way	AM	0.471	A	0.472	A	0.001	No
		PM	0.365	A	0.368	A	0.003	No
4.	Lincoln Boulevard & Washington Boulevard	AM	0.915	E	0.917	E	0.003	No
		PM	0.870	D	0.871	D	0.001	No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM	0.774	C	0.774	C	0.001	No
		PM	0.778	C	0.779	C	0.001	No
6.	Lincoln Boulevard & Bali Way	AM	0.571	A	0.573	A	0.002	No
		PM	0.616	B	0.616	B	0.000	No
7.	Lincoln Boulevard & Mindanao Way	AM	0.768	C	0.798	C	0.030	No
		PM	0.870	D	0.872	D	0.001	No
8.	Lincoln Boulevard & Fiji Way	AM	0.694	B	0.714	C	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	B	0.621	B	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
11.	Lincoln Boulevard & Bluff Creek Drive	AM	0.682	B	0.682	B	0.000	No
		PM	0.523	A	0.524	A	0.001	No
12.	Nicholson Street & Culver Boulevard	AM	0.715	C	0.715	C	0.001	No
		PM	0.892	D	0.892	D	0.001	No
13.	Jefferson Boulevard & Culver Boulevard	AM	0.796	C	0.796	C	0.000	No
		PM	0.963	E	0.965	E	0.001	No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM	0.467	A	0.467	A	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	E	0.951	E	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	B	0.609	B	0.000	No
		PM	0.616	B	0.619	B	0.002	No
18.	Vista del Mar/Vista del Mar Lane & Culver Boulevard	AM	0.856	D	0.856	D	0.000	No
		PM	0.744	C	0.744	C	0.000	No

[1] 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.

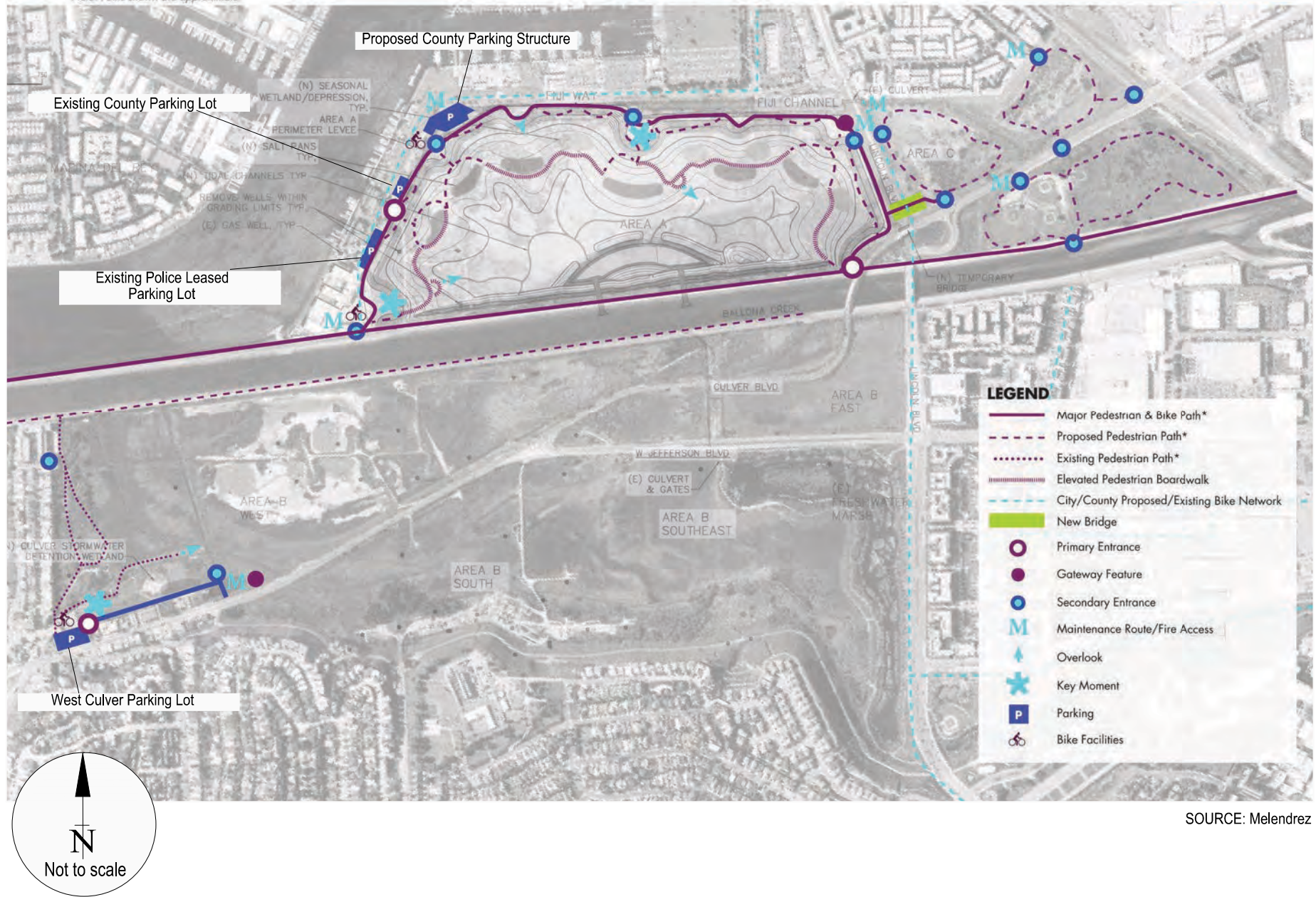
Restoration under Alternative 3 would be focused in Area A and Area C only. Area B would not be actively restored and habitats would remain in their current condition (e.g., muted tidal in West and South/Southeast Area B, non-tidal in the remainder of Area B). In Alternative 3, existing armored levees 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.

ALTERNATIVE 3

*Note: Paths shown are approximate



SOURCE: Melendrez

FIGURE 21
BALLONA WETLANDS ECOLOGICAL RESERVE ALTERNATIVE 3 - PUBLIC ACCESS PLAN
H-102

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

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	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%	39%	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

No.	Intersection	Peak Hour	Existing (2015) Conditions		Existing (2015) plus Project - Alt. 3		Project Increase in V/C	Significant Project Impact	Cumulative (2023) Base Conditions		Cumulative (2023) plus Project - Alt. 3		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Admiralty Way & Bali Way	AM	0.616	B	0.616	B	0.000	No	0.656	B	0.656	B	0.000	No
		PM	0.627	B	0.628	B	0.001	No	0.692	B	0.692	B	0.001	No
2.	Admiralty Way & Mindanao Way	AM	0.667	B	0.667	B	0.001	No	0.709	C	0.709	C	0.001	No
		PM	0.587	A	0.593	A	0.006	No	0.652	B	0.658	B	0.006	No
3.	Admiralty Way & Fiji Way	AM	0.451	A	0.452	A	0.001	No	0.485	A	0.486	A	0.001	No
		PM	0.338	A	0.356	A	0.018	No	0.376	A	0.394	A	0.018	No
4.	Lincoln Boulevard & Washington Boulevard	AM	0.837	D	0.838	D	0.001	No	0.937	E	0.938	E	0.001	No
		PM	0.783	C	0.785	C	0.002	No	0.893	D	0.896	D	0.002	No
5.	Lincoln Boulevard & Marina (SR-90) Expressway [1]	AM	0.717	C	0.717	C	0.000	No	0.793	C	0.793	C	0.000	No
		PM	0.676	B	0.678	B	0.001	No	0.798	C	0.799	C	0.001	No
6.	Lincoln Boulevard & Bali Way	AM	0.509	A	0.509	A	0.000	No	0.585	A	0.585	A	0.000	No
		PM	0.552	A	0.553	A	0.001	No	0.634	B	0.635	B	0.001	No
7.	Lincoln Boulevard & Mindanao Way	AM	0.710	C	0.710	C	0.000	No	0.787	C	0.787	C	0.001	No
		PM	0.781	C	0.785	C	0.004	No	0.894	D	0.898	D	0.004	No
8.	Lincoln Boulevard & Fiji Way	AM	0.628	B	0.631	B	0.002	No	0.711	C	0.712	C	0.001	No
		PM	0.720	C	0.729	C	0.009	No	0.822	D	0.832	D	0.010	No
9.	Lincoln Boulevard & Culver Loop	AM	0.805	D	0.806	D	0.001	No	0.877	D	0.877	D	0.000	No
		PM	0.535	A	0.539	A	0.004	No	0.637	B	0.640	B	0.003	No
10.	Lincoln Boulevard & Jefferson Boulevard	AM	0.840	D	0.841	D	0.001	No	0.937	E	0.937	E	0.000	No
		PM	0.639	B	0.640	B	0.001	No	0.821	D	0.824	D	0.003	No
11.	Lincoln Boulevard & Bluff Creek Drive	AM	0.544	A	0.545	A	0.001	No	0.697	B	0.697	B	0.000	No
		PM	0.360	A	0.360	A	0.000	No	0.536	A	0.536	A	0.000	No
12.	Nicholson Street & Culver Boulevard	AM	0.652	B	0.652	B	0.000	No	0.732	C	0.733	C	0.001	No
		PM	0.798	C	0.800	D	0.002	No	0.915	E	0.918	E	0.002	No
13.	Jefferson Boulevard & Culver Boulevard	AM	0.727	C	0.727	C	0.000	No	0.815	D	0.816	D	0.000	No
		PM	0.810	D	0.812	D	0.002	No	0.987	E	0.989	E	0.001	No
14.	Culver Boulevard & SR-90 Eastbound Ramps	AM	0.436	A	0.436	A	0.000	No	0.479	A	0.479	A	0.000	No
		PM	0.463	A	0.466	A	0.003	No	0.510	A	0.513	A	0.003	No
15.	Culver Boulevard & SR-90 Westbound Ramps	AM	0.798	C	0.798	C	0.000	No	0.866	D	0.866	D	0.000	No
		PM	0.873	D	0.875	D	0.001	No	0.974	E	0.975	E	0.001	No
16.	Mindanao Way & Marina (SR-90) Expressway Eastbound	AM	0.756	C	0.757	C	0.001	No	0.827	D	0.827	D	0.000	No
		PM	0.809	D	0.810	D	0.001	No	0.877	D	0.879	D	0.002	No
17.	Mindanao Way & Marina (SR-90) Expressway Westbound	AM	0.572	A	0.572	A	0.000	No	0.624	B	0.625	B	0.001	No
		PM	0.559	A	0.560	A	0.001	No	0.634	B	0.636	B	0.002	No
18.	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	No
		PM	0.653	B	0.657	B	0.004	No	0.765	C	0.768	C	0.003	No

[1] Los Angeles County Congestion Management Program monitoring location.

V/C - 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)

TABLE 20
CONSTRUCTION SCHEDULE AND SEQUENCES - ALTERNATIVE 3

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
1	B	Area "B" Southeast Gas Lines	1a. Remove and relocate existing gas line	1/2/2017	20	8
2	B	Area "B" South Enhancement	2a. Create stormwater detention/treatment swale/wetland (10,000 CY wet cut)	1/2/2017	40	26
3	A	Area "A" Gas Line Removal	3a. Remove existing inactive gas line	1/2/2017	10	8
			3b. Cut and cap gas line at Fiji Way	1/2/2017	1	8
25	A & Property 1	Gas Well Abandonment	32a. Drill new well at SoCal Gas Plant to replace Del Rey 17 and 19	1/2/2017	50	70
			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
9	B & Property 1	Area "B" North Gas Line Relocation & Well Abandonment	31a. Finish grading around wells	12/4/2017	10	26
			31b. Re-establish upland vegetation	12/18/2017	5	16
			9c. Remove existing pipelines	7/4/2017	10	8
29	B	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
			29b. Remove existing pipelines	11/13/2017	10	8
30	B	Area B around Wells Clear & Grub	30a. Remove vegetation around wells (2,000 CY)	11/27/2017	5	26
31	B	Finish Grading and Habitat Establishment	31a. Finish grading around wells	12/4/2017	10	26
			31b. Establish vegetation	12/18/2017	5	16
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	A	Clear, Grub, and Stockpile Area "A"	6a. Remove vegetation from Area A (54,400 CY dry cut)	7/4/2017	10	35
			6b. Remove trash	7/4/2017	20	35
			6c. Stockpile	7/4/2017	20	35
7	A	Excavate Area "A"	7a. Remove 36" concrete pipe near center of Area A	7/4/2017	5	8
			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	5	80
8	A	Area "A" Construct North Levee	8a. Grade and construct new levee around Area A (125,300 CY fill)	7/4/2017	35	90
19	A	Area "A" Excavate New Channel	19a. Excavate Ballona Creek Channel in Area A (190,900 CY cut)	4/15/2019	55	80
			Install culverts in existing north Ballona Creek levee	4/15/2019	20	26
16	A & C	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
17	C	Remove invasives for Uplands Area "C" North & South	17a. Remove invasives Area C North & South	6/3/2019	45	16
			17b. Re-establish upland vegetation	6/24/2019	5	16
23	A & B	Bike Path, Pedestrian Walkway and Amenities	23a. Construct bike and ped trails on levees	10/14/2019	65	15
			23b. Construct County Parking Structure Foundation	10/14/2019	60	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	A	Export	24a. Export final excess dirt quantity (Assume 1,230,000 CY, per line 16a.)	10/14/2019	340	2

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.

TABLE 21
PEAK CONSTRUCTION ACTIVITY/SEQUENCES - ALTERNATIVE 3

Sequence	Area	Title	Actions	Start Date	Working Days	Number of Workers
16	A & C	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
23	A & B	Bike Path, Pedestrian Walkway and Amenities	23a. Construct bike and ped trails on levees	10/14/2019	65	15
			23b. Construct County Parking Structure Foundation	10/14/2019	60	24
			23c. Construct County Parking Structure	10/14/2019	120	40
24	A	Export	24a. Export final excess dirt quantity (Assume 1,230,000 CY, per line 16a.)	10/14/2019	340	2
TOTAL NUMBER OF 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

	Daily	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers [1]	371	14	2	16	3	12	15
Soil Export [2,3] (Dump Truck Trips)	1,200	75	75	150	0	0	0
Total Trips	1,571	89	77	166	3	12	15

[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, 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 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

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

[1] 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.



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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

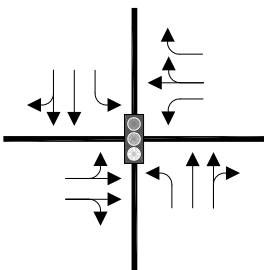
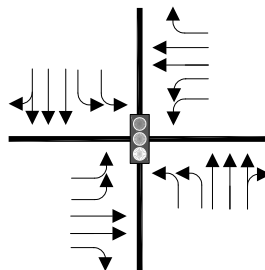
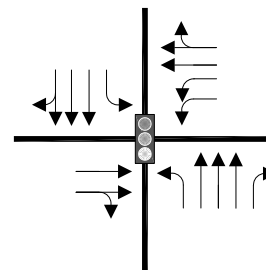
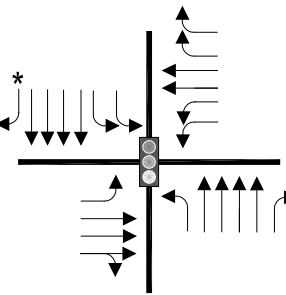
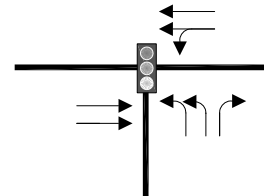
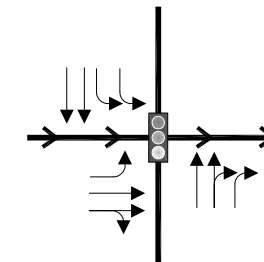
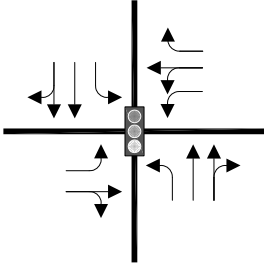
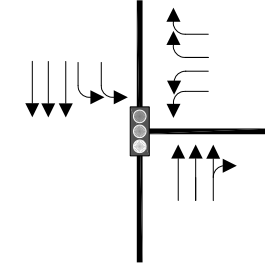
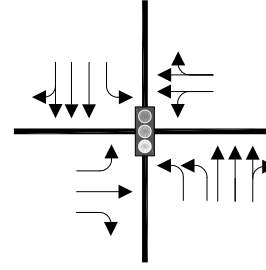
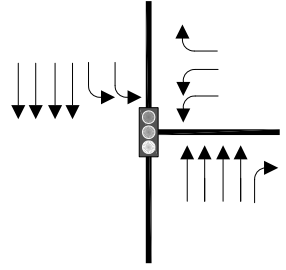
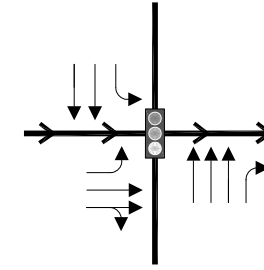
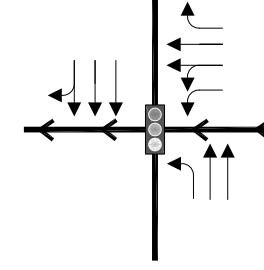
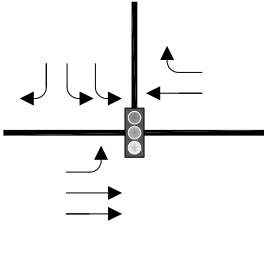
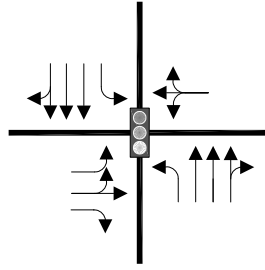
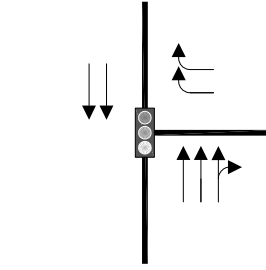
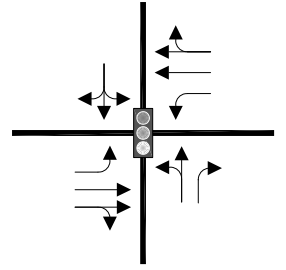
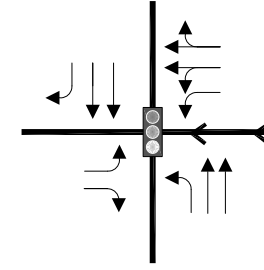
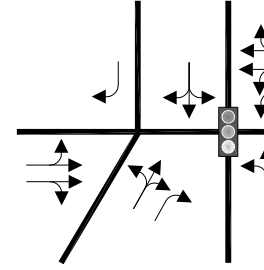
This study was undertaken to assess existing traffic conditions with and without the Proposed Project, estimate future conditions with and without the Proposed Project, analyze potential traffic impacts of the Proposed Project, assess required improvements and identify/recommend project mitigation to 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.
- Project Alternatives – 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

<p>①</p>  <p>ADMIRALITY WAY & BALI WAY</p>	<p>④</p>  <p>LINCOLN BOULEVARD & WASHINGTON BOULEVARD</p>	<p>⑦</p>  <p>LINCOLN BOULEVARD & MINDANAO WAY</p>	<p>⑩</p>  <p>* De facto right-turn lane.</p> <p>LINCOLN BOULEVARD & JEFFERSON BOULEVARD</p>	<p>⑬</p>  <p>JEFFERSON BOULEVARD & CULVER BOULEVARD</p>	<p>⑯</p>  <p>MINDANAO WAY & MARINA EXPRESSWAY EB RAMPs</p>
<p>②</p>  <p>ADMIRALITY WAY & MINDANAO WAY</p>	<p>⑤</p>  <p>LINCOLN BOULEVARD & MARINA (SR-90) EXPRESSWAY</p>	<p>⑧</p>  <p>LINCOLN BOULEVARD & FIJI WAY</p>	<p>⑪</p>  <p>LINCOLN BOULEVARD & BLUFF CREEK DRIVE</p>	<p>⑭</p>  <p>CULVER BOULEVARD & SR-90 EASTBOUND RAMPs</p>	<p>⑰</p>  <p>MINDANAO WAY & MARINA EXPRESSWAY WB RAMPs</p>
<p>③</p>  <p>ADMIRALITY WAY & FIJI WAY</p>	<p>⑥</p>  <p>LINCOLN BOULEVARD & BALI WAY</p>	<p>⑨</p>  <p>LINCOLN BOULEVARD & CULVER LOOP</p>	<p>⑫</p>  <p>NICHOLSON STREET & CULVER BOULEVARD</p>	<p>⑮</p>  <p>CULVER BOULEVARD & SR-90 WESTBOUND RAMPs</p>	<p>⑱</p>  <p>VISTA DEL MAR/VISTA DEL MAR LN & CULVER BOULEVARD</p>

APPENDIX B

Existing Traffic Counts

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-012

Day: Wednesday

City: Los Angeles

Date: 4/22/2015

AM													
NS/EW Streets:	Admiralty Wy			Admiralty Wy			Bali Wy			Bali Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 0.5	ET 1	ER 0.5	WL 1	WT 0.5	WR 1.5	TOTAL
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
TOTAL VOLUMES :	NL 37	NT 2184	NR 53	SL 386	ST 1922	SR 24	EL 22	ET 31	ER 23	WL 40	WT 67	WR 581	TOTAL 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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-012

Day: Wednesday

City: Los Angeles

Date: 4/22/2015

PM													
NS/EW Streets:	Admiralty Wy			Admiralty Wy			Bali Wy			Bali Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 0.5	ET 1	ER 0.5	WL 1	WT 0.5	WR 1.5	TOTAL
4:00 PM	7	221	21	76	326	4	7	11	7	12	10	82	784
4:15 PM	10	233	15	79	303	8	6	11	4	5	11	103	788
4:30 PM	7	227	30	73	323	7	8	6	6	3	10	95	795
4:45 PM	9	240	11	65	302	10	2	4	7	11	10	95	766
5:00 PM	6	230	43	68	305	5	2	18	7	7	9	91	791
5:15 PM	8	226	20	75	350	5	2	7	7	4	11	94	809
5:30 PM	3	238	31	62	338	6	4	11	3	9	9	103	817
5:45 PM	4	278	19	63	336	7	7	12	5	4	8	94	837
TOTAL VOLUMES :	NL 54	NT 1893	NR 190	SL 561	ST 2583	SR 52	EL 38	ET 80	ER 46	WL 55	WT 78	WR 757	TOTAL 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 TIME :	500 PM												TOTAL
PEAK HR VOL :	21	972	113	268	1329	23	15	48	22	24	37	382	3254
PEAK HR FACTOR :	0.919			0.942			0.787			0.915			0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-013

Day: Wednesday

City: Los Angeles

Date: 4/22/2015

AM													
NS/EW Streets:	Admiralty Wy			Admiralty Wy			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 0.5	ER 0.5	WL 1.5	WT 0.5	WR 1	TOTAL
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
TOTAL VOLUMES :	NL 53	NT 1496	NR 83	SL 804	ST 1058	SR 28	EL 42	ET 72	ER 28	WL 250	WT 132	WR 818	TOTAL 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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-013

Day: Wednesday

City: Los Angeles

Date: 4/22/2015

PM													
NS/EW Streets:	Admiralty Wy			Admiralty Wy			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 0.5	ER 0.5	WL 1.5	WT 0.5	WR 1	TOTAL
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
TOTAL VOLUMES :	NL 41	NT 1139	NR 251	SL 776	ST 1910	SR 38	EL 57	ET 90	ER 44	WL 499	WT 70	WR 862	TOTAL 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%	
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-014

Day: Wednesday

City: Los Angeles

Date: 4/22/2015

AM													
NS/EW Streets:	Admiralty Wy			Admiralty Wy			Fiji Wy			Fiji Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	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
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	1017	0	133	139	175	0	1	203	1421	3089
	#DIV/0!	#DIV/0!	#DIV/0!	88.43%	0.00%	11.57%	44.27%	55.73%	0.00%	0.06%	12.49%	87.45%	
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-014

Day: Wednesday

City: Los Angeles

Date: 4/22/2015

PM													
NS/EW Streets:	Admiralty Wy			Admiralty Wy			Fiji Wy			Fiji Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	2	0	1	1	2	0	0	1	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
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	1705	0	207	88	318	0	8	226	869	3421
	#DIV/0!	#DIV/0!	#DIV/0!	89.17%	0.00%	10.83%	21.67%	78.33%	0.00%	0.73%	20.49%	78.79%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	906	0	110	39	147	0	6	114	459	1781
PEAK HR FACTOR :	0.000			0.924			0.802			0.867			0.939

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Lincoln Blvd

East/West Washington Blvd

Day: Tuesday **Date:** April 21, 2015 **Weather:** SUNNY

Hours: 7-10 & 3-6 **Chckrs:** NDS

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	183	137	92	73
BIKES	63	84	107	108
BUSES	66	60	41	43

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	591	7.45	459	8.15	355	8.45	282	8.00
<i>PM PK 15 MIN</i>	479	17.45	438	16.45	327	16.00	318	15.15
<i>AM PK HOUR</i>	2266	9.00	1736	8.15	1372	8.00	989	7.45
<i>PM PK HOUR</i>	1808	17.00	1707	16.45	1277	17.00	1224	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	570	1514	98	2182
8-9	628	1408	104	2140
9-10	672	1406	188	2266
15-16	410	1085	206	1701
16-17	458	1158	174	1790
17-18	437	1176	195	1808
TOTAL	3175	7747	965	11887

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	157	1016	75	1248
8-9	209	1397	106	1712
9-10	259	1220	107	1586
15-16	234	1310	79	1623
16-17	217	1364	98	1679
17-18	176	1401	108	1685
TOTAL	1252	7708	573	9533

TOTAL

N-S
3430
3852
3852
3324
3469
3493
21420

XING S/L

Ped	Sch
52	2
64	1
42	2
79	7
73	5
0	0
396	25

XING N/L

Ped	Sch
39	1
35	2
50	0
59	0
40	0
0	0
270	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	66	621	445	1132
8-9	90	763	519	1372
9-10	103	665	500	1268
15-16	92	649	497	1238
16-17	109	641	492	1242
17-18	102	674	501	1277
TOTAL	562	4013	2954	7529

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	87	563	139	789
8-9	137	659	181	977
9-10	138	566	200	904
15-16	266	607	311	1184
16-17	268	659	243	1170
17-18	244	754	226	1224
TOTAL	1140	3808	1300	6248

TOTAL

E-W
1921
2349
2172
2422
2412
2501
13777

XING W/L

Ped	Sch
39	1
41	0
38	1
61	2
40	2
0	0
314	14

XING E/L

Ped	Sch
57	2
52	1
42	2
82	1
56	1
0	0
365	8

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-011

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

AM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Washington Blvd			Washington Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
TOTAL VOLUMES :		NL 1870	NT 4328	NR 390	SL 625	ST 3633	SR 288	EL 259	ET 2049	ER 1464	WL 362	WT 1788	WR 520	TOTAL 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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-011

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

PM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Washington Blvd			Washington Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
TOTAL VOLUMES :		NL 1305	NT 3419	NR 575	SL 627	ST 4075	SR 285	EL 303	ET 1964	ER 1490	WL 778	WT 2020	WR 780	TOTAL 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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Lincoln Blvd

East/West SR-90 Ramps

Day: Tuesday Date: April 21, 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	107	168	0	113
BIKES	40	30	0	0
BUSES	69	84	0	9

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	458	7.00	602	8.15	0	0.00	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	1648	17.00	2431	16.45	0	0.00	987	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1517	148	1665
8-9	0	1309	209	1518
9-10	0	1334	201	1535
15-16	1	1155	166	1322
16-17	2	1316	246	1564
17-18	1	1355	292	1648
TOTAL	4	7986	1262	9252

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	737	972	0	1709
8-9	922	1356	0	2278
9-10	827	1188	0	2015
15-16	799	1417	0	2216
16-17	783	1551	0	2334
17-18	825	1575	0	2400
TOTAL	4893	8059	0	12952

TOTAL

N-S
3374
3796
3550
3538
3898
4048
22204

XING S/L

Ped	Sch
0	0
2	0
0	0
1	0
0	0
0	0
3	0

XING N/L

Ped	Sch
1	0
1	0
0	0
0	0
1	0
1	0
4	0

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	135	0	969	1104
8-9	210	0	999	1209
9-10	180	0	1186	1366
15-16	207	0	703	910
16-17	222	0	749	971
17-18	188	0	799	987
TOTAL	1142	0	5405	6547

TOTAL

E-W
1104
1209
1366
910
971
987
6547

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
4	0
10	0
5	0
12	0
5	0
13	0
49	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-003

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

AM													
NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			SR-90 Ramps			SR-90 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	1	2	3	0	0	0	0	2	0	2	
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
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	4160	558	2486	3516	0	0	0	0	525	0	3154	14399
	0.00%	88.17%	11.83%	41.42%	58.58%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	14.27%	0.00%	85.73%	
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-003

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

PM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			SR-90 Ramps			SR-90 Ramps			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
3:00 PM		0	286	36	200	349	0	0	0	0	47	0	183	1101
3:15 PM		0	260	39	198	344	0	0	0	0	49	0	190	1080
3:30 PM		1	295	44	212	350	0	0	0	0	54	0	149	1105
3:45 PM		0	314	47	189	374	0	0	0	0	57	0	181	1162
4:00 PM		0	352	57	177	398	0	0	0	0	41	0	191	1216
4:15 PM		0	307	62	193	364	0	0	0	0	63	0	173	1162
4:30 PM		1	324	58	196	391	0	0	0	0	63	0	189	1222
4:45 PM		1	333	69	217	398	0	0	0	0	55	0	196	1269
5:00 PM		0	287	80	201	386	0	0	0	0	37	0	180	1171
5:15 PM		1	327	74	225	379	0	0	0	0	51	0	211	1268
5:30 PM		0	379	77	201	424	0	0	0	0	40	0	204	1325
5:45 PM		0	362	61	198	386	0	0	0	0	60	0	204	1271
TOTAL VOLUMES :		NL 4	NT 3826	NR 704	SL 2407	ST 4543	SR 0	EL 0	ET 0	ER 0	WL 617	WT 0	WR 2251	TOTAL 14352
APPROACH %'s :		0.09%	84.38%	15.53%	34.63%	65.37%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	21.51%	0.00%	78.49%	
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		1	1355	292	825	1575	0	0	0	0	188	0	799	5035
PEAK HR FACTOR :		0.904			0.960			0.000			0.935			0.950

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Lincoln Blvd

East/West Bali Wy

Day: Tuesday **Date:** April 21, 2015 **Weather:** SUNNY

Hours: 7-10 & 3-6 **Chckrs:** NDS

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	98	98	20	4
BIKES	37	38	11	2
BUSES	69	74	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	466	7.00	418	8.30	78	9.30	7	9.45
<i>PM PK 15 MIN</i>	389	17.45	476	17.45	119	17.30	13	16.00
<i>AM PK HOUR</i>	1702	7.00	1593	8.00	285	8.45	22	9.00
<i>PM PK HOUR</i>	1381	17.00	1825	17.00	451	16.45	39	15.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	141	1533	28	1702
8-9	193	1294	27	1514
9-10	156	1294	21	1471
15-16	101	1025	20	1146
16-17	90	1212	14	1316
17-18	116	1256	9	1381
TOTAL	797	7614	119	8530

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	914	164	1096
8-9	34	1306	253	1593
9-10	24	1138	232	1394
15-16	42	1309	294	1645
16-17	38	1466	319	1823
17-18	40	1486	299	1825
TOTAL	196	7619	1561	9376

TOTAL

N-S
2798
3107
2865
2791
3139
3206
17906

XING S/L

Ped	Sch
4	0
5	0
17	1
5	1
9	0
10	0
50	2

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	119	0	39	158
8-9	204	2	55	261
9-10	203	4	51	258
15-16	299	1	72	372
16-17	306	1	80	387
17-18	327	3	107	437
TOTAL	1458	11	404	1873

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	6	7
8-9	2	3	10	15
9-10	4	1	17	22
15-16	9	1	24	34
16-17	5	2	25	32
17-18	9	2	9	20
TOTAL	29	10	91	130

TOTAL

E-W
165
276
280
406
419
457
2003

XING W/L

Ped	Sch
4	0
6	0
11	1
11	0
9	0
17	0
58	1

XING E/L

Ped	Sch
5	0
3	0
9	0
11	0
7	0
7	0
42	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-004

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

AM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Bali Wy			Bali Wy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
TOTAL VOLUMES :		NL 490	NT 4121	NR 76	SL 76	ST 3358	SR 649	EL 526	ET 6	ER 145	WL 6	WT 5	WR 33	TOTAL 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%	
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-004

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

PM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Bali Wy			Bali Wy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
	3:00 PM	20	247	9	12	327	81	70	0	17	2	1	5	791
	3:15 PM	19	231	3	8	314	75	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
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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Lincoln Blvd

East/West Mindanao Wy

Day: Tuesday Date: April 21, 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	115	76	19	46
BIKES	32	32	25	21
BUSES	69	59	16	15

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	555	7.00	337	8.45	172	8.45	223	8.45
PM PK 15 MIN	465	17.30	450	17.45	196	15.15	305	17.15
AM PK HOUR	2139	8.15	1299	8.00	605	8.00	829	8.00
PM PK HOUR	1658	17.00	1733	17.00	699	15.00	1074	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	139	1591	365	2095
8-9	194	1477	416	2087
9-10	152	1401	388	1941
15-16	88	1023	310	1421
16-17	93	1152	310	1555
17-18	94	1233	331	1658
TOTAL	760	7877	2120	10757

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	791	34	900
8-9	151	1107	41	1299
9-10	107	1012	44	1163
15-16	145	1206	77	1428
16-17	131	1412	57	1600
17-18	211	1465	57	1733
TOTAL	820	6993	310	8123

TOTAL

N-S
2995
3386
3104
2849
3155
3391
18880

XING S/L

Ped	Sch
26	0
43	0
43	0
46	1
83	1
55	0
296	2

XING N/L

Ped	Sch
18	0
26	0
22	0
24	0
30	0
19	0
139	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	419	29	448
8-9	0	558	47	605
9-10	0	472	66	538
15-16	0	535	164	699
16-17	0	506	153	659
17-18	0	509	184	693
TOTAL	0	2999	643	3642

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	250	378	75	703
8-9	270	460	99	829
9-10	292	389	104	785
15-16	380	469	99	948
16-17	401	503	84	988
17-18	442	535	78	1055
TOTAL	2035	2734	539	5308

TOTAL

E-W
1151
1434
1323
1647
1647
1748
8950

XING W/L

Ped	Sch
10	0
16	0
11	0
27	0
49	0
25	0
138	0

XING E/L

Ped	Sch
35	0
32	0
26	0
37	0
44	0
30	0
204	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-005

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

AM													
NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
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
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
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-005

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

PM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Mindanao Wy			Mindanao Wy			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND				
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	
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 :		275	3408	951	487	4083	191	0	1550	501	1223	1507	261	14437
APPROACH %'s :		5.93%	73.54%	20.52%	10.23%	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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Lincoln Blvd

East/West Fiji Wy

Day: Tuesday Date: April 21, 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	129	87	33	8
BIKES	62	36	40	22
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	631	17.45	537	17.15	273	16.30	38	16.30
AM PK HOUR	2841	8.15	1457	8.00	634	8.00	75	9.00
PM PK HOUR	2216	17.00	2115	17.00	1018	16.30	118	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	811	1989	28	2828
8-9	837	1935	41	2813
9-10	731	1756	38	2525
15-16	446	1268	27	1741
16-17	494	1394	35	1923
17-18	623	1556	37	2216
TOTAL	3942	9898	206	14046

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	23	982	63	1068
8-9	45	1336	76	1457
9-10	43	1269	65	1377
15-16	61	1611	73	1745
16-17	46	1839	80	1965
17-18	45	1982	88	2115
TOTAL	263	9019	445	9727

TOTAL

N-S
3896
4270
3902
3486
3888
4331
23773

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
23	0
18	0
18	0
21	0
23	0
0	0
122	0

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	15	24	58
8-9	26	9	28	63
9-10	22	16	37	75
15-16	21	20	37	78
16-17	32	19	33	84
17-18	50	27	27	104
TOTAL	170	106	186	462

TOTAL

E-W
487
697
604
882
1085
1104
4859

XING W/L

Ped	Sch
1	0
2	0
1	0
0	0
3	0
0	0
7	0

XING E/L

Ped	Sch
3	0
3	0
5	0
8	0
3	0
0	0
25	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-006

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

AM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Fiji Wy			Fiji Wy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
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
TOTAL VOLUMES :		NL 2379	NT 5680	NR 107	SL 111	ST 3587	SR 204	EL 193	ET 47	ER 1352	WL 67	WT 40	WR 89	TOTAL 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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-006

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

PM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Fiji Wy			Fiji Wy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
	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
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-015

Day: Wednesday

City: Los Angeles

Date: 4/22/2015

AM													
NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	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
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	7331	2799	0	5114	0	0	0	0	0	0	855	16099
	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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-015

Day: Wednesday

City: Los Angeles

Date: 4/22/2015

PM													
NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	1	0	2	0	0	0	0	0	0	2	
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	95	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
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	5126	1245	0	7879	0	0	0	0	0	0	796	15046
	0.00%	80.46%	19.54%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	
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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Lincoln Blvd

East/West Jefferson Blvd

Day: Tuesday **Date:** April 21, 2015 **Weather:** SUNNY

Hours: 7-10 & 3-6 **Chckrs:** NDS

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	146	99	15	65
BIKES	36	44	22	12
BUSES	70	63	2	3

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

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	2761	462	3231
8-9	13	2568	394	2975
9-10	21	2007	416	2444
15-16	34	1285	325	1644
16-17	36	1398	286	1720
17-18	30	1559	306	1895
TOTAL	142	11578	2189	13909

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	295	898	134	1327
8-9	589	1061	212	1862
9-10	668	914	178	1760
15-16	484	1405	403	2292
16-17	440	1784	545	2769
17-18	513	1745	659	2917
TOTAL	2989	7807	2131	12927

TOTAL

N-S
4558
4837
4204
3936
4489
4812
26836

XING S/L

Ped	Sch
15	0
19	0
4	0
28	0
29	0
0	0
114	0

XING N/L

Ped	Sch
5	0
3	0
12	0
8	0
3	0
0	0
36	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	177	252	31	460
8-9	201	327	43	571
9-10	150	359	61	570
15-16	71	180	64	315
16-17	77	156	89	322
17-18	83	172	70	325
TOTAL	759	1446	358	2563

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	259	85	612	956
8-9	295	130	808	1233
9-10	269	89	710	1068
15-16	396	179	580	1155
16-17	381	211	578	1170
17-18	478	339	739	1556
TOTAL	2078	1033	4027	7138

TOTAL

E-W
1416
1804
1638
1470
1492
1881
9701

XING W/L

Ped	Sch
5	0
3	0
9	0
9	0
3	0
0	0
33	0

XING E/L

Ped	Sch
11	0
17	0
4	0
32	0
23	0
0	0
100	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-007

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

AM													
NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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	0	552	90	48	178	25	47	48	4	47	26	121	1186
7:15 AM	4	699	108	61	191	31	44	65	5	46	16	157	1427
7:30 AM	4	805	132	87	249	31	33	47	5	72	19	160	1644
7:45 AM	0	705	132	99	280	47	53	92	17	94	24	174	1717
8:00 AM	8	638	103	116	255	41	50	89	10	78	36	193	1617
8:15 AM	2	725	117	142	297	58	47	60	6	74	32	183	1743
8:30 AM	0	664	79	137	251	55	48	76	13	65	31	182	1601
8:45 AM	3	541	95	194	258	58	56	102	14	78	31	250	1680
9:00 AM	3	611	108	181	263	44	42	99	11	78	20	204	1664
9:15 AM	9	515	122	140	217	46	51	102	20	75	26	185	1508
9:30 AM	3	386	98	194	202	45	45	88	13	61	22	164	1321
9:45 AM	6	495	88	153	232	43	12	70	17	55	21	157	1349
TOTAL VOLUMES :	NL 42	NT 7336	NR 1272	SL 1552	ST 2873	SR 524	EL 528	ET 938	ER 135	WL 823	WT 304	WR 2130	TOTAL 18457
APPROACH %'s :	0.49%	84.81%	14.71%	31.36%	58.05%	10.59%	32.98%	58.59%	8.43%	25.27%	9.33%	65.40%	
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-007

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

PM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Jefferson Blvd			Jefferson Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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		11	314	80	144	332	86	11	44	10	95	27	155	1309
3:15 PM		7	363	94	105	357	97	20	49	14	106	47	128	1387
3:30 PM		11	299	70	118	358	113	17	42	20	100	51	151	1350
3:45 PM		5	309	81	117	358	107	23	45	20	95	54	146	1360
4:00 PM		9	337	68	108	499	102	10	40	22	91	50	146	1482
4:15 PM		8	353	84	107	414	122	30	29	26	95	54	157	1479
4:30 PM		13	361	74	103	447	165	21	49	20	101	50	154	1558
4:45 PM		6	347	60	122	424	156	16	38	21	94	57	121	1462
5:00 PM		9	359	79	122	429	144	15	32	20	109	82	161	1561
5:15 PM		4	356	74	152	461	172	29	59	12	118	83	191	1711
5:30 PM		9	436	83	101	428	169	19	38	20	116	82	184	1685
5:45 PM		8	408	70	138	427	174	20	43	18	135	92	203	1736
TOTAL VOLUMES :		NL 100	NT 4242	NR 917	SL 1437	ST 4934	SR 1607	EL 231	ET 508	ER 223	WL 1255	WT 729	WR 1897	TOTAL 18080
APPROACH %'s :		1.90%	80.66%	17.44%	18.01%	61.85%	20.14%	24.01%	52.81%	23.18%	32.34%	18.78%	48.88%	
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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Lincoln Blvd

East/West Bluff Creek Dr

Day: Wednesday **Date:** March 25, 2015 **Weather:** SUNNY

Hours: 7-10 & 3-6 **Chckrs:** NDS

School Day: YES **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
<i>AM PK 15 MIN</i>	992	8.00	402	7.45	0	0.00	70	8.15
<i>PM PK 15 MIN</i>	631	17.30	634	17.45	0	0.00	53	16.00
<i>AM PK HOUR</i>	3762	7.15	1448	7.45	0	0.00	229	7.30
<i>PM PK HOUR</i>	2324	17.00	2371	17.00	0	0.00	181	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3213	291	3504
8-9	3	2844	768	3615
9-10	0	2272	360	2632
15-16	1	1693	160	1854
16-17	0	1875	195	2070
17-18	0	2085	239	2324
TOTAL	4	13982	2013	15999

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	1117	0	1141
8-9	37	1349	0	1386
9-10	29	1210	0	1239
15-16	43	1985	0	2028
16-17	41	2234	0	2275
17-18	52	2319	0	2371
TOTAL	226	10214	0	10440

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
4645	0	0	0	0
5001	0	0	4	0
3871	0	0	8	0
3882	0	0	10	0
4345	0	0	5	0
4695	0	0	3	0
26439	0	0	30	0

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	136	0	24	160
8-9	176	0	41	217
9-10	89	0	37	126
15-16	113	0	37	150
16-17	138	0	36	174
17-18	137	0	44	181
TOTAL	789	0	219	1008

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
160	0	0	4	0
217	4	0	5	0
126	2	0	6	0
150	2	0	4	0
174	4	0	6	0
181	3	0	10	0
1008	15	0	35	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5172-001

Day: Wednesday

City: Los Angeles

TOTALS

Date: 3/25/2015

AM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Bluff Creek Dr			Bluff Creek Dr			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	4	1	2	4	0	0	0	0	2	0	1	
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
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		3	8329	1419	90	3676	0	0	0	0	401	0	102	14020
		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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5172-001

Day: Wednesday

City: Los Angeles

TOTALS

Date: 3/25/2015

PM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Bluff Creek Dr			Bluff Creek Dr			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 4	NR 1	SL 2	ST 4	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 1	TOTAL
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
TOTAL VOLUMES :		NL 1	NT 5653	NR 594	SL 136	ST 6538	SR 0	EL 0	ET 0	ER 0	WL 388	WT 0	WR 117	TOTAL 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
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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Nicholson St

East/West Culver Blvd

Day: Tuesday Date: April 21, 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	30	0	26	49
BIKES	9	0	10	13
BUSES	0	0	2	1

	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	5	7.45	1467	7.15	852	8.00
PM PK HOUR	436	15.00	6	15.00	590	17.00	2333	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	3	835	846
8-9	12	0	845	857
9-10	21	2	964	987
15-16	43	1	392	436
16-17	46	0	352	398
17-18	43	3	364	410
TOTAL	173	9	3752	3934

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	1	3
8-9	4	0	0	4
9-10	2	2	1	5
15-16	1	4	1	6
16-17	3	0	1	4
17-18	1	1	0	2
TOTAL	12	8	4	24

TOTAL

N-S
849
861
992
442
402
412
3958

XING S/L

Ped	Sch
3	0
2	0
4	0
3	0
1	0
3	0
16	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1404	7	1412
8-9	1	1389	12	1402
9-10	0	1054	19	1073
15-16	0	471	22	493
16-17	1	511	27	539
17-18	2	546	42	590
TOTAL	5	5375	129	5509

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	257	305	1	563
8-9	325	525	2	852
9-10	232	383	2	617
15-16	678	810	3	1491
16-17	843	1139	3	1985
17-18	939	1392	2	2333
TOTAL	3274	4554	13	7841

TOTAL

E-W
1975
2254
1690
1984
2524
2923
13350

XING W/L

Ped	Sch
2	0
7	0
3	0
4	0
1	0
0	0
17	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-001

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

AM

NS/EW Streets:		Nicholson St			Nicholson St			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	1	1	0	1	0	1	2	0	1	2	0	
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
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		41	5	2644	7	3	2	2	3847	38	814	1213	5	8621
		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 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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-001

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

PM													
NS/EW Streets:	Nicholson St			Nicholson St			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	1	0	1	0	1	2	0	1	2	0	
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
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	132	4	1108	5	5	2	3	1528	91	2460	3341	8	8687
	10.61%	0.32%	89.07%	41.67%	41.67%	16.67%	0.18%	94.20%	5.61%	42.35%	57.51%	0.14%	
PEAK HR START TIME :	500 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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Jefferson Blvd

East/West Culver Blvd

Day: Tuesday Date: April 21, 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	26	0	38	26
BIKES	9	0	4	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	0.00	1969	7.45	549	7.45
PM PK HOUR	1002	17.00	0	0.00	774	16.45	1438	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	216	0	8	224
8-9	370	0	4	374
9-10	294	0	5	299
15-16	586	0	6	592
16-17	784	0	9	793
17-18	995	0	7	1002
TOTAL	3245	0	39	3284

SOUTHBOUND Approach

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

TOTAL

N-S
224
374
299
592
793
1002
3284

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
1	0
1	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1946	1	1947
8-9	0	1949	0	1949
9-10	0	1791	1	1792
15-16	0	733	0	733
16-17	0	732	0	732
17-18	0	773	0	773
TOTAL	0	7924	2	7926

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	355	0	405
8-9	64	456	0	520
9-10	65	316	0	381
15-16	70	918	0	988
16-17	98	1210	0	1308
17-18	72	1347	0	1419
TOTAL	419	4602	0	5021

TOTAL

E-W
2352
2469
2173
1721
2040
2192
12947

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-002

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

AM

NS/EW Streets:		Jefferson Blvd			Jefferson Blvd			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
TOTAL VOLUMES :		NL 880	NT 0	NR 17	SL 0	ST 0	SR 0	EL 0	ET 5686	ER 2	WL 179	WT 1127	WR 0	TOTAL 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 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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5237-002

Day: Tuesday

City: Los Angeles

TOTALS

Date: 4/21/2015

PM

NS/EW Streets:		Jefferson Blvd			Jefferson Blvd			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
TOTAL VOLUMES :		NL 2365	NT 0	NR 22	SL 0	ST 0	SR 0	EL 0	ET 2238	ER 0	WL 240	WT 3475	WR 0	TOTAL 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 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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South SR-90 EB Ramps

East/West Culver Blvd

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

Hours: 7-10 & 3-6 **Chekr:** 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
<i>AM PK 15 MIN</i>	0	0.00	59	7.45	737	7.45	194	8.00
<i>PM PK 15 MIN</i>	0	0.00	46	17.30	281	17.15	496	17.00
<i>AM PK HOUR</i>	0	0.00	150	7.45	2765	7.15	664	7.45
<i>PM PK HOUR</i>	0	0.00	163	17.00	1051	16.45	1791	17.00

NORTHBOUND 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
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	87	0	16	103
8-9	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
TOTAL	480	15	274	769

TOTAL

N-S
103
119
106
134
144
163
769

XING S/L

Ped	Sch
0	0
0	0
0	0
2	0
0	0
0	0
2	0

XING N/L

Ped	Sch
0	0
0	0
0	0
2	0
3	0
0	0
5	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1717	921	2638
8-9	0	1751	943	2694
9-10	0	1483	663	2146
15-16	0	558	328	886
16-17	0	578	328	906
17-18	0	725	323	1048
TOTAL	0	6812	3506	10318

WESTBOUND Approach

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

TOTAL

E-W
3132
3332
2622
2087
2499
2839
16511

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-017

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/22/2015

AM

NS/EW Streets:		SR-90 EB Ramps			SR-90 EB Ramps			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	0	0	1	1.5	0.5	0	3	2	1	2	0	
7:00 AM		0	0	0	15	0	0	0	367	188	15	79	0	664
7:15 AM		0	0	0	7	0	8	0	408	227	16	73	0	739
7:30 AM		0	0	0	13	0	1	0	467	244	22	110	0	857
7:45 AM		0	0	0	52	0	7	0	475	262	30	149	0	975
8:00 AM		0	0	0	19	0	6	0	404	278	20	174	0	901
8:15 AM		0	0	0	29	0	9	0	406	222	22	115	0	803
8:30 AM		0	0	0	15	0	13	0	485	227	27	127	0	894
8:45 AM		0	0	0	21	1	6	0	456	216	27	126	0	853
9:00 AM		0	0	0	12	0	9	0	446	194	21	112	0	794
9:15 AM		0	0	0	24	1	8	0	362	175	26	87	0	683
9:30 AM		0	0	0	19	0	7	0	380	151	19	88	0	664
9:45 AM		0	0	0	18	0	8	0	295	143	31	92	0	587
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 244	ST 2	SR 82	EL 0	ET 4951	ER 2527	WL 276	WT 1332	WR 0	TOTAL 9414
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	74.39%	0.61%	25.00%	0.00%	66.21%	33.79%	17.16%	82.84%	0.00%	
PEAK HR START TIME :		745 AM												TOTAL
PEAK HR VOL :		0	0	0	115	0	35	0	1770	989	99	565	0	3573
PEAK HR FACTOR :		0.000			0.636			0.936			0.856			0.916

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-017

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/22/2015

PM

NS/EW Streets:		SR-90 EB Ramps			SR-90 EB Ramps			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	0	0	1	1.5	0.5	0	3	2	1	2	0	
	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
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 236	ST 13	SR 192	EL 0	ET 1861	ER 979	WL 781	WT 3804	WR 0	TOTAL 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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South SR-90 WB Ramps

East/West Culver Blvd

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

Hours: 7-10 & 3-6 **Chekr:** NDS

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

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

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	169	285	75	529
8-9	172	260	95	527
9-10	141	235	99	475
15-16	243	161	37	441
16-17	266	204	43	513
17-18	278	232	45	555
TOTAL	1269	1377	394	3040

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	0	99	180
8-9	72	0	153	225
9-10	83	0	109	192
15-16	97	0	313	410
16-17	95	0	385	480
17-18	155	0	517	672
TOTAL	583	0	1576	2159

TOTAL

N-S
709
752
667
851
993
1227
5199

XING S/L

Ped	Sch
0	0
0	0
1	0
2	0
0	0
0	0
3	0

XING N/L

Ped	Sch
0	0
0	0
0	0
2	0
1	0
0	0
3	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	431	1356	0	1787
8-9	551	1291	0	1842
9-10	539	1009	0	1548
15-16	178	446	0	624
16-17	187	462	0	649
17-18	202	620	0	822
TOTAL	2088	5184	0	7272

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	223	227	450
8-9	0	310	312	622
9-10	0	224	229	453
15-16	0	644	245	889
16-17	0	942	260	1202
17-18	0	984	257	1241
TOTAL	0	3327	1530	4857

TOTAL

E-W
2237
2464
2001
1513
1851
2063
12129

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
1	0
1	0
1	0
1	0
0	0
0	0
4	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-018

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/22/2015

AM

NS/EW Streets:		SR-90 WB Ramps			SR-90 WB Ramps			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		1.5	1	1.5	1	0	1	1	2	0	0	2	1	
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	0	33	129	336	0	0	61	58	794
7:45 AM		49	106	38	37	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
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		482	780	269	236	0	361	1521	3656	0	0	757	768	8830
		31.48%	50.95%	17.57%	39.53%	0.00%	60.47%	29.38%	70.62%	0.00%	0.00%	49.64%	50.36%	
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-018

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/22/2015

PM

NS/EW Streets:		SR-90 WB Ramps			SR-90 WB Ramps			Culver Blvd			Culver Blvd			
		NORTHBOUND			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		54	39	15	20	0	74	39	97	0	0	134	55	527
3:15 PM		65	35	9	24	0	74	55	130	0	0	146	67	605
3:30 PM		57	39	6	25	0	84	42	117	0	0	197	59	626
3:45 PM		67	48	7	28	0	81	42	102	0	0	167	64	606
4:00 PM		69	45	14	22	0	99	35	123	0	0	234	63	704
4:15 PM		66	49	12	13	0	74	48	112	0	0	217	66	657
4:30 PM		68	56	9	31	0	99	49	105	0	0	248	60	725
4:45 PM		63	54	8	29	0	113	55	122	0	0	243	71	758
5:00 PM		84	51	11	47	0	137	44	157	0	0	263	65	859
5:15 PM		57	54	9	29	0	132	46	162	0	0	242	68	799
5:30 PM		73	60	14	44	0	118	64	165	0	0	226	59	823
5:45 PM		64	67	11	35	0	130	48	136	0	0	253	65	809
TOTAL VOLUMES :		NL 787	NT 597	NR 125	SL 347	ST 0	SR 1215	EL 567	ET 1528	ER 0	WL 0	WT 2570	WR 762	TOTAL 8498
APPROACH %'s :		52.15%	39.56%	8.28%	22.22%	0.00%	77.78%	27.06%	72.94%	0.00%	0.00%	77.13%	22.87%	
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		278	232	45	155	0	517	202	620	0	0	984	257	3290
PEAK HR FACTOR :		0.944			0.913			0.897			0.946			0.958

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Mindanao Wy

East/West SR-90 EB Ramps

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

Hours: 7-10 & 3-6 **Chckrs:** NDS

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

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

NORTHBOUND Approach

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

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	365	697	0	1062
8-9	471	892	0	1363
9-10	423	802	0	1225
15-16	583	997	0	1580
16-17	635	1038	0	1673
17-18	673	1077	0	1750
TOTAL	3150	5503	0	8653

TOTAL

N-S
1973
2588
2339
2629
2817
2932
15278

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

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
TOTAL	126	5888	60	6074

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
TOTAL	0	0	0	0

TOTAL

E-W
926
1122
954
996
992
1084
6074

XING W/L

Ped	Sch
7	0
21	0
18	0
22	0
19	0
22	0
109	0

XING E/L

Ped	Sch
9	0
3	0
8	0
13	0
12	0
13	0
58	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-019

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/22/2015

AM

NS/EW Streets:		Mindanao Wy			Mindanao Wy			SR-90 EB Ramps			SR-90 EB Ramps			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	1.5	1.5	2	2	0	0	3	0	0	0	0	
	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
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		0	1321	1929	1259	2391	0	63	2917	22	0	0	0	9902
		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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-019

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/22/2015

PM

NS/EW Streets:		Mindanao Wy			Mindanao Wy			SR-90 EB Ramps			SR-90 EB Ramps			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	1.5	1.5	2	2	0	0	3	0	0	0	0	
	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
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		0	1288	2087	1891	3112	0	63	2971	38	0	0	0	11450
		0.00%	38.16%	61.84%	37.80%	62.20%	0.00%	2.05%	96.71%	1.24%	#DIV/0!	#DIV/0!	#DIV/0!	
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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Mindanao Wy

East/West SR-90 WB Ramps

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	28	78	0	174
BIKES	22	31	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	524	8.45	785	8.00	0	0.00	2456	8.45
PM PK HOUR	469	16.30	1268	17.00	0	0.00	1903	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	394	0	399
8-9	19	467	0	486
9-10	25	486	0	511
15-16	17	395	0	412
16-17	20	447	0	467
17-18	14	441	0	455
TOTAL	100	2630	0	2730

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	598	5	603
8-9	0	769	16	785
9-10	0	694	30	724
15-16	0	1037	37	1074
16-17	0	1156	42	1198
17-18	0	1225	43	1268
TOTAL	0	5479	173	5652

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1002	0	0	6	0
1271	0	0	10	0
1235	0	0	9	0
1486	0	0	23	0
1665	0	0	10	0
1723	0	0	8	0
8382	0	0	66	0

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	474	1091	609	2174
8-9	594	1239	538	2371
9-10	528	1312	579	2419
15-16	521	883	358	1762
16-17	518	932	387	1837
17-18	556	950	397	1903
TOTAL	3191	6407	2868	12466

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2174	14	0	12	0
2371	31	0	10	0
2419	21	0	9	0
1762	28	0	18	0
1837	21	0	13	0
1903	27	0	16	1
12466	142	0	78	1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-020

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/22/2015

AM													
NS/EW Streets:	Mindanao Wy			Mindanao Wy			SR-90 WB Ramps			SR-90 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
7:30 AM	2	104	0	0	151	2	0	0	0	118	289	178	844
7:45 AM	2	109	0	0	182	1	0	0	0	134	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	294	132	930
8:30 AM	1	108	0	0	180	4	0	0	0	138	319	129	879
8:45 AM	12	121	0	0	198	6	0	0	0	146	361	127	971
9:00 AM	10	125	0	0	174	7	0	0	0	130	330	159	935
9:15 AM	7	124	0	0	192	10	0	0	0	124	306	153	916
9:30 AM	1	124	0	0	153	7	0	0	0	124	359	137	905
9:45 AM	7	113	0	0	175	6	0	0	0	150	317	130	898
TOTAL VOLUMES :	NL 49	NT 1347	NR 0	SL 0	ST 2061	SR 51	EL 0	ET 0	ER 0	WL 1596	WT 3642	WR 1726	TOTAL 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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5241-020

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/22/2015

PM

NS/EW Streets:		Mindanao Wy			Mindanao Wy			SR-90 WB Ramps			SR-90 WB Ramps			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		1	2	0	0	3	0	0	0	0	1.5	1.5	1	
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
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		51	1283	0	0	3418	122	0	0	0	1595	2765	1142	10376
		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

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Vista Del Mar

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	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	TIME
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

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

SOUTHBOUND Approach

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

TOTAL

N-S
1271
1227
1064
548
528
584
5222

XING S/L

Ped	Sch
0	0
0	0
0	0
1	0
3	0
2	0
6	0

XING N/L

Ped	Sch
11	0
20	0
28	0
15	0
22	1
38	2
134	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	117	3	120
8-9	2	140	3	145
9-10	2	153	4	159
15-16	2	152	8	162
16-17	0	135	1	136
17-18	1	136	6	143
TOTAL	7	833	25	865

WESTBOUND Approach

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

TOTAL

E-W
476
723
621
1041
1361
1410
5632

XING W/L

Ped	Sch
15	0
14	0
15	0
21	0
27	1
42	1
134	2

XING E/L

Ped	Sch
5	0
10	0
18	0
11	0
19	0
16	0
79	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5172-014

Day: Wednesday

City: Los Angeles

TOTALS

Date: 3/25/2015

AM

NS/EW Streets:		Vista Del Mar			Vista Del Mar			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.3	0.3	1.3	0	1	0	0	2	0	1.5	1.5	0	
	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
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		27	14	3303	189	27	2	4	410	10	1120	206	70	5382
		0.81%	0.42%	98.77%	86.70%	12.39%	0.92%	0.94%	96.70%	2.36%	80.23%	14.76%	5.01%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		15	6	1132	65	8	1	2	140	3	489	65	24	1950
PEAK HR FACTOR :		0.918			0.685			0.771			0.850			0.993

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5172-014

Day: Wednesday

City: Los Angeles

TOTALS

Date: 3/25/2015

PM

NS/EW Streets:		Vista Del Mar			Vista Del Mar			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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		7	2	110	18	2	1	0	42	0	139	37	8	366
3:15 PM		2	3	120	16	4	0	1	44	1	157	35	8	391
3:30 PM		3	2	87	21	3	1	0	44	3	199	35	4	402
3:45 PM		3	5	116	17	5	0	1	22	4	203	33	21	430
4:00 PM		4	3	95	23	0	0	0	35	0	208	43	15	426
4:15 PM		2	3	92	14	2	0	0	35	1	263	62	15	489
4:30 PM		4	7	104	17	6	0	0	33	0	256	37	20	484
4:45 PM		2	4	120	24	2	0	0	32	0	244	46	16	490
5:00 PM		6	2	131	8	3	1	0	36	1	254	34	16	492
5:15 PM		5	5	114	15	3	1	0	27	1	288	26	19	504
5:30 PM		6	5	108	23	3	1	1	35	1	264	51	16	514
5:45 PM		5	3	118	18	0	0	0	38	3	235	46	18	484
TOTAL VOLUMES :		NL 49	NT 44	NR 1315	SL 214	ST 33	SR 5	EL 3	ET 423	ER 15	WL 2710	WT 485	WR 176	TOTAL 5472
APPROACH %'s :		3.48%	3.13%	93.39%	84.92%	13.10%	1.98%	0.68%	95.92%	3.40%	80.39%	14.39%	5.22%	
PEAK HR START TIME :		445 PM												TOTAL
PEAK HR VOL :		19	16	473	70	11	3	1	130	3	1050	157	67	2000
PEAK HR FACTOR :		0.914			0.778			0.905			0.956			0.973

CONTROL : Signalized



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Culver Pl

East/West Culver Blvd

Day: Wednesday Date: March 25, 2015 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	7	24	39	1
BUSES	0	0	0	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 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
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	2	2
8-9	0	0	3	3
9-10	0	0	6	6
15-16	0	0	7	7
16-17	0	0	6	6
17-18	0	0	7	7
TOTAL	0	0	31	31

TOTAL

N-S
2
3
6
7
6
7
31

XING S/L

Ped	Sch
5	0
9	0
14	0
9	0
9	0
11	0
57	0

XING N/L

Ped	Sch
16	0
13	0
10	0
23	0
12	0
23	0
97	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
9-10	1	0	0	1
TOTAL	1	0	0	1

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
9-10	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W
1
1

XING W/L

Ped	Sch
2	0
10	0

XING E/L

Ped	Sch
0	0
0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5172-114

Day: Wednesday

City: Los Angeles

TOTALS

Date: 3/25/2015

AM

NS/EW Streets:		Culver Pl			Culver Pl			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	0	0	0	0	1	0	2	0	1.5	1.5	0	
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM		0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM		0	0	0	0	0	2	0	0	0	0	0	0	2
9:00 AM		0	0	0	0	0	1	1	0	0	0	0	0	2
9:15 AM		0	0	0	0	0	3	0	0	0	0	0	0	3
9:30 AM		0	0	0	0	0	1	0	0	0	0	0	0	1
9:45 AM		0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 0	ST 0	SR 11	EL 1	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 12
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :		845 AM												TOTAL
PEAK HR VOL :		0	0	0	0	0	7	1	0	0	0	0	0	8
PEAK HR FACTOR :		0.000			0.583			0.250			0.000			0.667

CONTROL : Signalized

0 0 0 0 0 3 0 0 0 0 0 0 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5172-114

Day: Wednesday

City: Los Angeles

TOTALS

Date: 3/25/2015

PM

NS/EW Streets:		Culver Pl			Culver Pl			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		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
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 0	ST 0	SR 20	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 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

0 0 0 0 0 8 0 0 0 0 0 0 0



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

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	1	0	3
BIKES	6	1	9	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	4	9.00	2	8.15	6	8.00
PM PK 15 MIN	13	16.15	4	15.00	2	16.30	7	17.30
AM PK HOUR	164	8.00	6	9.00	4	9.15	12	7.30
PM PK HOUR	36	16.00	8	15.00	8	16.30	16	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	9	38	54
8-9	18	21	125	164
9-10	13	15	37	65
15-16	9	5	11	25
16-17	11	10	15	36
17-18	8	7	12	27
TOTAL	66	67	238	371

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	2	0	2
9-10	0	6	0	6
15-16	0	8	0	8
16-17	0	2	0	2
17-18	0	3	0	3
TOTAL	0	22	0	22

TOTAL

N-S
55
166
71
33
38
30
393

XING S/L

Ped	Sch
5	0
6	0
13	0
8	0
20	4
24	0
76	4

XING N/L

Ped	Sch
15	0
14	0
15	0
25	0
29	1
46	2
144	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	2	2
9-10	0	0	4	4
15-16	0	0	1	1
16-17	0	0	5	5
17-18	0	0	4	4
TOTAL	0	0	16	16

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	0	0	5
8-9	12	0	0	12
9-10	5	0	0	5
15-16	12	0	0	12
16-17	11	0	0	11
17-18	16	0	0	16
TOTAL	61	0	0	61

TOTAL

E-W
5
14
9
13
16
20
77

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
11	0
20	0
28	0
15	0
21	0
38	1
133	1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5172-214

Day: Wednesday

City: Los Angeles

TOTALS

Date: 3/25/2015

AM

NS/EW Streets:	Vista Del Mar Ln			Vista Del Mar Ln			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	2	0	1.5	1.5	0	
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
TOTAL VOLUMES :	NL 38	NT 45	NR 200	SL 0	ST 9	SR 0	EL 0	ET 0	ER 6	WL 22	WT 0	WR 0	TOTAL 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%	
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5172-214

Day: Wednesday

City: Los Angeles

TOTALS

Date: 3/25/2015

PM

NS/EW Streets:		Vista Del Mar Ln			Vista Del Mar Ln			Culver Blvd			Culver Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	1	0	0	1	0	0	2	0	1.5	1.5	0	
	3:00 PM	1	1	2	0	4	0	0	0	0	2	0	0	10
	3:15 PM	2	0	5	0	0	0	0	0	0	5	0	0	12
	3:30 PM	2	2	2	0	2	0	0	0	0	2	0	0	10
	3:45 PM	4	2	2	0	2	0	0	0	1	3	0	0	14
	4:00 PM	0	2	4	0	1	0	0	0	0	0	0	0	7
	4:15 PM	7	3	3	0	1	0	0	0	1	2	0	0	17
	4:30 PM	1	2	3	0	0	0	0	0	2	6	0	0	14
	4:45 PM	3	3	5	0	0	0	0	0	2	3	0	0	16
	5:00 PM	2	0	2	0	3	0	0	0	2	3	0	0	12
	5:15 PM	2	3	3	0	0	0	0	0	2	2	0	0	12
	5:30 PM	3	1	4	0	0	0	0	0	0	7	0	0	15
	5:45 PM	1	3	3	0	0	0	0	0	0	4	0	0	11
TOTAL VOLUMES :		NL 28	NT 22	NR 38	SL 0	ST 13	SR 0	EL 0	ET 0	ER 10	WL 39	WT 0	WR 0	TOTAL 150
APPROACH %'s :		31.82%	25.00%	43.18%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :		415 PM												TOTAL
PEAK HR VOL :		13	8	13	0	4	0	0	0	7	14	0	0	59
PEAK HR FACTOR :		0.654			0.333			0.875			0.583			0.868

CONTROL : Signalized

Tuesday, September 01, 2015

Location: City of Los Angeles

PROJECT: SC0712

ADT Lincoln Boulevard south of Fiji Way.**Prepared by AimTD tel. 714 753 7888**

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	12:45	501	1948	408	1672
				405					3620
01:00	40	28			13:00	449	428		
01:15	22	31			13:15	441	431		
01:30	24	18			13:30	423	480		
01:45	19	105	17	94	13:45	407	1720	412	1751
				199					3471
02:00	11	15			14:00	397	494		
02:15	10	12			14:15	415	443		
02:30	15	17			14:30	456	481		
02:45	12	48	12	56	14:45	442	1710	470	1888
				104					3598
03:00	12	8			15:00	400	530		
03:15	13	9			15:15	466	570		
03:30	10	13			15:30	455	576		
03:45	16	51	18	48	15:45	443	1764	613	2289
				99					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	16:45	466	1847	667	2508
				289					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	17:45	512	1981	693	2722
				758					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	18:45	455	2004	604	2572
				2121					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	19:45	402	1681	475	2122
				3925					3803
08:00	633	454			20:00	302	441		
08:15	598	440			20:15	307	342		
08:30	696	465			20:30	270	352		
08:45	674	2601	443	1802	20:45	266	1145	303	1438
				4403					2583
09:00	632	442			21:00	240	325		
09:15	595	501			21:15	261	285		
09:30	631	430			21:30	220	257		
09:45	573	2431	364	1737	21:45	228	949	206	1073
				4168					2022
10:00	555	354			22:00	203	188		
10:15	469	312			22:15	190	194		
10:30	452	374			22:30	169	166		
10:45	469	1945	399	1439	22:45	123	685	135	683
				3384					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	415	1357	23:45	71	347	70	380
				3111					727
Total Vol.	13718	9248		22966		17781	21098		38879
					Daily Totals				
					NB	SB	EB	WB	Combined
					31499	30346			61845
AM					PM				
Split %	59.7%	40.3%		37.1%	45.7%	54.3%			62.9%
Peak Hour	07:00	08:30		08:30	17:30	17:15			17:30
Volume	2615	1851		4448	2127	2736			4835
P.H.F.	0.95	0.92		0.96	0.96	0.96			0.96

pacific@aimtd.com

Tell. 714 753 7888

Culver Boulevard w/o Lincoln Boulevard**Prepared by AimTD tel. 951 249 3226**

AM Period	NB	SB	EB	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	12:45			201	801
			20	101				162	629
			188					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	13:45			187	786
			11	42				158	613
			89					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	14:45			179	754
			3	30				211	704
			60					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	15:45			179	748
			6	35				294	982
			67					1730	
04:00			4	8	16:00			189	286
04:15			10	22	16:15			185	356
04:30			20	27	16:30			179	371
04:45			24	58	16:45			171	724
			26	83				346	1359
			141					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	17:45			178	724
			66	181				358	1455
			406					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	18:45			155	695
			52	238				355	1357
			1171					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	19:45			122	517
			121	353				259	1220
			2031					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			447	1767	20:45			133	484
			132	517				126	642
			2284					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	21:45			68	338
			104	442				99	478
			2116					816	
10:00			336	103	22:00			90	94
10:15			310	96	22:15			75	106
10:30			289	98	22:30			71	88
10:45			293	1228	22:45			51	287
			95	392				70	358
			1620					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	23:45			35	154
			113	405				52	206
			1399					360	

Total Vol.8753 2819 **11572**7012 10003 **17015****Daily Totals**

NB	SB	EB	WB	Combined
		15765	12822	28587

AM**PM**

Split %	75.6%	24.4%	40.5%	41.2%	58.8%	59.5%
Peak Hour	00:30	00:30	08:15	11:45	08:00	
Volume			1795	580	2284	
P.H.F.			0.98	0.85	0.97	

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Tell. 951 249 3226

APPENDIX C
Level of Service Worksheets
Existing (2015) Conditions

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
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? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			AM PEAK HOUR			PM PEAK HOUR		
			3			3		
			0			0		
			0			0		
			0			0		
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	21	1	21	
	Left-Through		0			0		
	Through	1143	1	586	972	1	543	
	Through-Right		1			1		
	Right	28	0	28	113	0	113	
	Left-Through-Right		0			0		
	Left-Right		0			0		
SOUTHBOUND	Left	228	1	228	268	1	268	
	Left-Through		0			0		
	Through	1118	1	568	1329	1	676	
	Through-Right		1			1		
	Right	18	0	18	23	0	23	
	Left-Through-Right		0			0		
	Left-Right		0			0		
EASTBOUND	Left	13	0	13	15	0	15	
	Left-Through		1			1		
	Through	18	0	30	48	0	50	
	Through-Right		1			1		
	Right	15	0	30	22	0	50	
	Left-Through-Right		0			0		
	Left-Right		0			0		
WESTBOUND	Left	22	1	22	24	1	24	
	Left-Through		0			0		
	Through	41	0	194	37	0	210	
	Through-Right		1			1		
	Right	346	1	0	382	1	0	
	Left-Through-Right		0			0		
	Left-Right		0			0		
CRITICAL VOLUMES			North-South: 814 East-West: 207 SUM: 1021			North-South: 811 East-West: 225 SUM: 1036		
VOLUME/CAPACITY (V/C) RATIO:			0.716			0.727		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.627		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	17	1	17
	Left-Through		0			0	
	Through	773	1	413	592	1	364
	Through-Right		1			1	
	Right	52	0	52	135	0	135
	Left-Through-Right		0			0	
SOUTHBOUND	Left	446	1	446	381	1	381
	Left-Through		0			0	
	Through	613	1	315	997	1	506
	Through-Right		1			1	
	Right	17	0	17	15	0	15
	Left-Through-Right		0			0	
EASTBOUND	Left	19	1	19	19	1	19
	Left-Through		0			0	
	Through	54	0	75	44	0	61
	Through-Right		1			1	
	Right	21	0	0	17	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	154	1	120	255	1	139
	Left-Through		1			1	
	Through	85	0	120	23	0	139
	Through-Right		0			0	
	Right	426	1	0	437	1	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 859 East-West: 195 SUM: 1054			North-South: 745 East-West: 200 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):		B			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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

		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 --	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
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	627	2	345	906	2	498
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	73	1	32	110	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	82	39	1	39
	Left-Through		0			0	
	Through	112	2	56	147	2	74
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	90	1	90	120	1	120
	Through-Right		0			0	
	Right	744	1	399	459	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		345	North-South:		498
		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):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	624	2	343	437	2	240
	Left-Through		0			0	
	Through	1445	2	515	1176	2	457
	Through-Right		1			1	
	Right	99	0	99	195	0	195
	Left-Through-Right		0			0	
SOUTHBOUND	Left	222	2	122	176	2	97
	Left-Through		0			0	
	Through	1394	2	502	1401	2	503
	Through-Right		1			1	
	Right	112	0	112	108	0	108
	Left-Through-Right		0			0	
EASTBOUND	Left	78	2	43	102	2	56
	Left-Through		0			0	
	Through	749	2	375	674	2	337
	Through-Right		0			0	
	Right	523	1	180	501	1	261
	Left-Through-Right		0			0	
WESTBOUND	Left	126	2	69	244	2	134
	Left-Through		0			0	
	Through	682	2	341	754	2	377
	Through-Right		0			0	
	Right	181	1	59	226	1	129
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		845	North-South:		743
		East-West:		444	East-West:		471
		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			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 5

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1351	2	524	1356	2	549
	Through-Right		1			1	
	Right	221	0	221	292	0	292
	Left-Through-Right		0			0	
SOUTHBOUND	Left	869	2	478	825	2	454
	Left-Through		0			0	
	Through	1324	3	441	1575	3	525
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	201	2	111	188	2	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1163	2	162	799	2	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1002	North-South:		1003
		East-West:		162	East-West:		103
		SUM:		1164	SUM:		1106
VOLUME/CAPACITY (V/C) RATIO:				0.817			0.776
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.717			0.676
LEVEL OF SERVICE (LOS):				C			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			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
NORTHBOUND	Left	197	1	197	116	1	116
	Left-Through		0			0	
	Through	1333	2	452	1256	2	422
	Through-Right		1			1	
	Right	23	0	23	9	0	9
	Left-Through-Right		0			0	
SOUTHBOUND	Left	27	1	27	40	1	40
	Left-Through		0			0	
	Through	1299	2	519	1486	2	595
	Through-Right		1			1	
	Right	258	0	258	299	0	299
	Left-Through-Right		0			0	
EASTBOUND	Left	210	1	106	327	1	165
	Left-Through		1			1	
	Through	1	0	106	3	0	165
	Through-Right		0			0	
	Right	59	1	0	107	1	49
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	9	0	9
	Left-Through		0			0	
	Through	1	0	15	2	0	20
	Through-Right		0			0	
	Right	11	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 716 East-West: 121 SUM: 837			North-South: 711 East-West: 185 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	94	1	94
	Left-Through		0			0	
	Through	1527	3	509	1233	3	411
	Through-Right		0			0	
	Right	427	1	275	331	1	88
	Left-Through-Right		0			0	
SOUTHBOUND	Left	155	1	155	211	1	211
	Left-Through		0			0	
	Through	1101	2	380	1465	2	507
	Through-Right		1			1	
	Right	39	0	39	57	0	57
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	547	1	298	509	1	347
	Through-Right		1			1	
	Right	48	0	48	184	0	184
	Left-Through-Right		0			0	
WESTBOUND	Left	276	2	152	442	2	243
	Left-Through		0			0	
	Through	434	1	272	535	1	307
	Through-Right		1			1	
	Right	110	0	110	78	0	78
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 664 East-West: 450 SUM: 1114			North-South: 622 East-West: 590 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):		C			C		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	839	2	461	623	2	343
	Left-Through		0			0	
	Through	1966	2	667	1556	2	531
	Through-Right		1			1	
	Right	36	0	36	37	0	37
	Left-Through-Right		0			0	
SOUTHBOUND	Left	50	1	50	45	1	45
	Left-Through		0			0	
	Through	1326	2	466	1982	2	690
	Through-Right		1			1	
	Right	72	0	72	88	0	88
	Left-Through-Right		0			0	
EASTBOUND	Left	68	1	68	81	1	81
	Left-Through		0			0	
	Through	16	1	16	24	1	24
	Through-Right		0			0	
	Right	544	1	0	895	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	30	0	30	50	0	50
	Left-Through		1			1	
	Through	10	0	43	27	0	54
	Through-Right		1			1	
	Right	33	0	0	27	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		927	North-South:		1033
		East-West:		111	East-West:		135
		SUM:		1038	SUM:		1168
VOLUME/CAPACITY (V/C) RATIO:				0.728			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.628			0.720
LEVEL OF SERVICE (LOS):				B			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2541	2	1195	1892	2	791
	Through-Right		1			1	
	Right	1045	0	1045	481	0	481
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1941	2	971	2889	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	296	2	163	293	2	161
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1195 East-West: 163 SUM: 1358			North-South: 791 East-West: 161 SUM: 952		
VOLUME/CAPACITY (V/C) RATIO:		0.905			0.635		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.805			0.535		
LEVEL OF SERVICE (LOS):		D			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14	30	1	30
	Left-Through		0			0	
	Through	2873	4	718	1559	4	390
	Through-Right		0			0	
	Right	484	1	309	306	1	43
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	444	2	244	513	2	282
	Through	1081	4	270	1745	4	436
	Through-Right		0			0	
	Right	177	1	0	659	1	576
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	183	1	183	83	1	83
	Through	288	2	109	172	2	81
	Through-Right		1			1	
	Right	38	0	38	70	0	70
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	318	2	175	478	2	263
	Through	111	2	56	339	2	170
	Through-Right		0			0	
	Right	710	2	147	739	2	124
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		962	North-South:		672
		East-West:		330	East-West:		344
		SUM:		1292	SUM:		1016
VOLUME/CAPACITY (V/C) RATIO:				0.940			0.739
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.840			0.639
LEVEL OF SERVICE (LOS):				D			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3153	4	788	2085	4	521
	Through-Right		0			0	
	Right	545	1	438	239	1	164
	Left-Through-Right		0			0	
SOUTHBOUND	Left	42	2	23	52	2	29
	Left-Through		0			0	
	Through	1372	4	343	2319	4	580
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	194	2	107	137	2	75
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	35	1	12	44	1	15
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 811 East-West: 107 SUM: 918			North-South: 580 East-West: 75 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	43	0	43
	Left-Through		1			1	
	Through	0	0	10	3	0	46
	Through-Right		0			0	
	Right	831	1	0	364	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1428	1	722	546	1	294
	Through-Right		1			1	
	Right	15	0	15	42	0	42
	Left-Through-Right		0			0	
WESTBOUND	Left	335	1	335	939	1	939
	Left-Through		0			0	
	Through	500	1	251	1392	1	697
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 15 East-West: 1057 SUM: 1072			North-South: 47 East-West: 1233 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):		B			C		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	334	2	184	995	2	547
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	1	5	7	1	7
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1969	2	985	773	2	387
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	72	0	72	72	0	72
	Left-Through		1			1	
	Through	477	1	455	1347	1	818
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 184 East-West: 1057 SUM: 1241			North-South: 547 East-West: 818 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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	115	1	115	100	1	100
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	35	0	35	59	0	59
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1770	3	590	725	3	242
	Through-Right		0			0	
	Right	989	2	544	323	2	178
	Left-Through-Right		0			0	
WESTBOUND	Left	99	1	99	301	1	301
	Left-Through		0			0	
	Through	565	2	283	1490	2	745
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 115 East-West: 689 SUM: 804			North-South: 100 East-West: 745 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	99	278	1	153
	Left-Through		1			1	
	Through	294	0	416	232	0	277
	Through-Right		1			1	
	Right	122	0	122	45	0	45
	Left-Through-Right		0			0	
SOUTHBOUND	Left	81	1	81	155	1	155
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	149	1	0	517	1	416
	Left-Through-Right		0			0	
EASTBOUND	Left	498	1	498	202	1	202
	Left-Through		0			0	
	Through	1383	2	692	620	2	310
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	324	2	162	984	2	492
	Through-Right		0			0	
	Right	324	1	284	257	1	180
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		497	North-South:		693
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
16

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	17	1	17	22	1	22
	Left-Through		0			0	
	Through	1096	1	553	1050	1	531
	Through-Right		1			1	
	Right	9	0	9	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	472	1	408	441	1	394
	Through-Right		1			1	
	Right	753	1	0	741	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	471	2	259	673	2	370
	Left-Through		0			0	
	Through	892	2	446	1077	2	539
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 553 East-West: 667 SUM: 1220			North-South: 531 East-West: 764 SUM: 1295		
VOLUME/CAPACITY (V/C) RATIO:		0.856			0.909		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.756			0.809		
LEVEL OF SERVICE (LOS):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

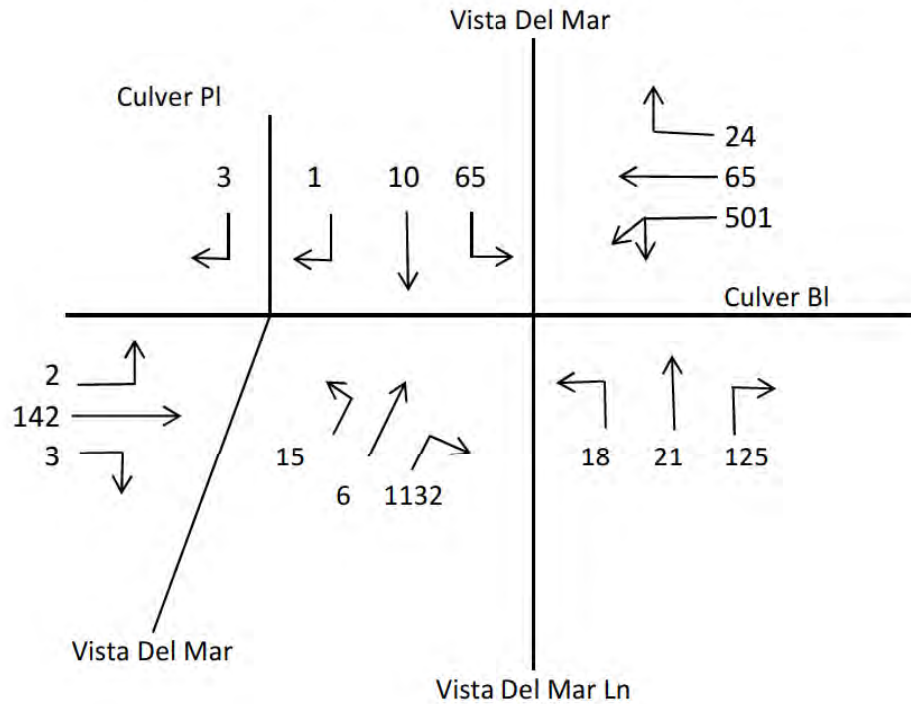
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Existing (2015) Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	524	1	524	556	1	502
	Left-Through		1			1	
	Through	1356	1	678	950	1	502
	Through-Right		0			0	
	Right	576	1	576	397	1	397
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	30	1	30	14	1	14
	Left-Through		0			0	
	Through	494	2	247	441	2	221
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	717	2	249	1225	2	423
	Through-Right		1			1	
	Right	30	0	30	43	0	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 678 East-West: 279 SUM: 957			North-South: 502 East-West: 437 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):		A			A		

REMARKS:

CMA METHODOLOGY
EXISTING (2015) CONDITIONS
AM PEAK HOUR

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



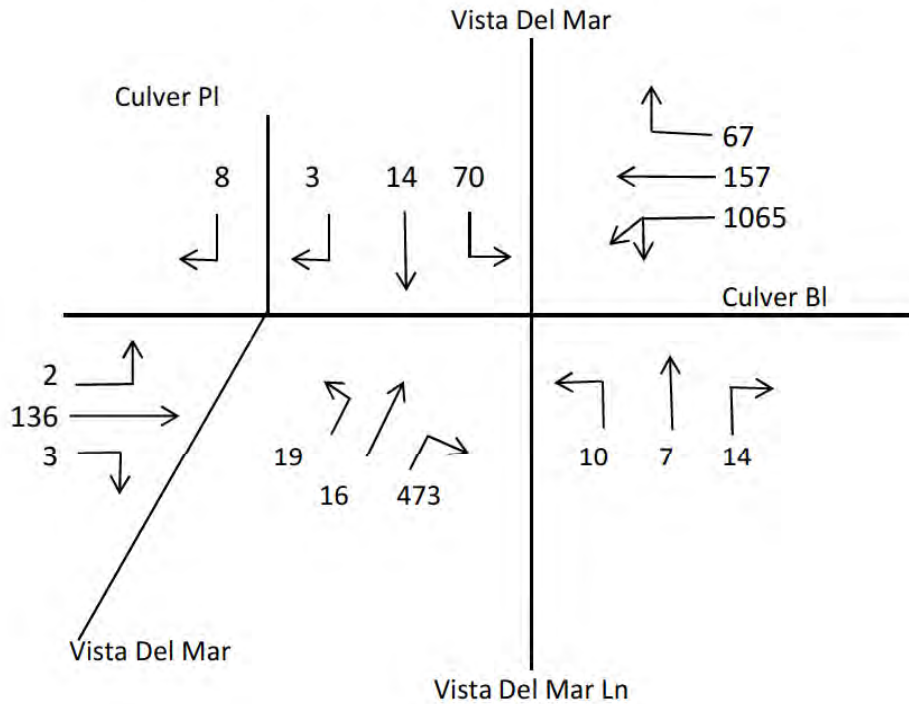
1. 501×0.55 or $(65 + 24)$
2. $(15 + 6 + 1132) \times 0.55$
3. $\frac{(2 + 142 + 3)}{2}$
4. $65 + (18 + 21 + 125)$ or $18 + (65 + 10 + 1)$

$$\text{Critical Volumes} = 276 + 634 + 74 + 229 = 1213$$

$$\begin{aligned} V/C &= \frac{1213}{1375} = \\ &= 0.882 - 0.10 = 0.782 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
EXISTING (2015) CONDITIONS
PM PEAK HOUR

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



1. 1065×0.55 or $(157 + 67)$
2. $(19 + 16 + 473) \times 0.55$
3. $\frac{(1 + 136 + 3)}{2}$
4. $70 + (10 + 7 + 14)$ or $10 + (70 + 14 + 3)$

$$\text{Critical Volumes} = 586 + 279 + 70 + 101 = 1036$$

$$\begin{aligned} V/C &= \frac{1036}{1375} = \\ &= 0.753 - 0.10 = 0.653 \text{ LOS B} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

APPENDIX D
Level of Service Worksheets
Existing (2015) plus Project Conditions

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
Scenario: Existing (2015) 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 -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3		EB -- 0	WB -- 3	
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		24	1	24	21	1	21
	Left-Through			0			0	
	Through		1143	1	586	974	1	544
	Through-Right			1			1	
	Right		28	0	28	113	0	113
	Left-Through-Right			0			0	
SOUTHBOUND	Left		228	1	228	268	1	268
	Left-Through			0			0	
	Through		1119	1	569	1332	1	678
	Through-Right			1			1	
	Right		18	0	18	23	0	23
	Left-Through-Right			0			0	
EASTBOUND	Left		13	0	13	15	0	15
	Left-Through			1			1	
	Through		18	0	30	48	0	50
	Through-Right			1			1	
	Right		15	0	30	22	0	50
	Left-Through-Right			0			0	
WESTBOUND	Left		22	1	22	24	1	24
	Left-Through			0			0	
	Through		41	0	194	37	0	210
	Through-Right			1			1	
	Right		346	1	0	382	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South: 814			North-South: 812		
			East-West: 207			East-West: 225		
			SUM: 1021			SUM: 1037		
VOLUME/CAPACITY (V/C) RATIO:			0.716			0.728		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.628		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	17	1	17
	Left-Through		0			0	
	Through	773	1	413	594	1	368
	Through-Right		1			1	
	Right	53	0	53	141	0	141
	Left-Through-Right		0			0	
SOUTHBOUND	Left	446	1	446	381	1	381
	Left-Through		0			0	
	Through	614	1	316	1000	1	508
	Through-Right		1			1	
	Right	17	0	17	15	0	15
	Left-Through-Right		0			0	
EASTBOUND	Left	19	1	19	19	1	19
	Left-Through		0			0	
	Through	54	0	75	44	0	61
	Through-Right		1			1	
	Right	21	0	0	17	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	156	1	121	262	1	143
	Left-Through		1			1	
	Through	85	0	121	23	0	143
	Through-Right		0			0	
	Right	426	1	0	437	1	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 859 East-West: 196 SUM: 1055			North-South: 749 East-West: 204 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):		B			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	627	2	345	906	2	498
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	75	1	33	120	1	97
	Left-Through-Right		0			0	
EASTBOUND	Left	84	1	84	47	1	47
	Left-Through		0			0	
	Through	114	2	57	157	2	79
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	94	1	94	139	1	139
	Through-Right		0			0	
	Right	744	1	399	459	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 345 East-West: 483 SUM: 828			North-South: 498 East-West: 186 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	624	2	343	437	2	240
	Left-Through		0			0	
	Through	1446	2	515	1178	2	458
	Through-Right		1			1	
	Right	100	0	100	197	0	197
	Left-Through-Right		0			0	
SOUTHBOUND	Left						
	Left-Through	222	2	122	176	2	97
	Through	1395	2	502	1404	2	504
	Through-Right		1			1	
	Right	112	0	112	108	0	108
	Left-Through-Right		0			0	
EASTBOUND	Left						
	Left-Through	78	2	43	102	2	56
	Through	749	2	375	674	2	337
	Through-Right		0			0	
	Right	523	1	180	501	1	261
	Left-Through-Right		0			0	
WESTBOUND	Left						
	Left-Through	127	2	70	247	2	136
	Through	682	2	341	754	2	377
	Through-Right		0			0	
	Right	181	1	59	226	1	129
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 845 East-West: 445 SUM: 1290			North-South: 744 East-West: 473 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			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: **5**

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1352	2	524	1361	2	551
	Through-Right		1			1	
	Right	221	0	221	292	0	292
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	869	2	478	825	2	454
	Through	1325	3	442	1582	3	527
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	201	2	111	188	2	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1163	2	162	799	2	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1002	North-South:		1005
		East-West:		162	East-West:		103
		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):				C			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	116	1	116
	Left-Through		0			0	
	Through	1334	2	452	1261	2	423
	Through-Right		1			1	
	Right	23	0	23	9	0	9
	Left-Through-Right		0			0	
SOUTHBOUND	Left	27	1	27	40	1	40
	Left-Through		0			0	
	Through	1300	2	519	1493	2	597
	Through-Right		1			1	
	Right	258	0	258	299	0	299
	Left-Through-Right		0			0	
EASTBOUND	Left	210	1	106	327	1	165
	Left-Through		1			1	
	Through	1	0	106	3	0	165
	Through-Right		0			0	
	Right	59	1	0	107	1	49
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	9	0	9
	Left-Through		0			0	
	Through	1	0	15	2	0	20
	Through-Right		0			0	
	Right	11	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 716 East-West: 121 SUM: 837			North-South: 713 East-West: 185 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	94	1	94
	Left-Through		0			0	
	Through	1528	3	509	1238	3	413
	Through-Right		0			0	
	Right	427	1	275	331	1	88
	Left-Through-Right		0			0	
SOUTHBOUND	Left	155	1	155	211	1	211
	Left-Through		0			0	
	Through	1102	2	380	1472	2	510
	Through-Right		1			1	
	Right	39	0	39	57	0	57
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	548	1	298	515	1	350
	Through-Right		1			1	
	Right	48	0	48	184	0	184
	Left-Through-Right		0			0	
WESTBOUND	Left	276	2	152	442	2	243
	Left-Through		0			0	
	Through	436	1	273	542	1	310
	Through-Right		1			1	
	Right	110	0	110	78	0	78
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		664	North-South:		624
		East-West:		450	East-West:		593
		SUM:		1114	SUM:		1217
VOLUME/CAPACITY (V/C) RATIO:				0.810			0.885
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.785
LEVEL OF SERVICE (LOS):				C			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	842	2	463	636	2	350
	Left-Through		0			0	
	Through	1966	2	667	1557	2	531
	Through-Right		1			1	
	Right	36	0	36	37	0	37
	Left-Through-Right		0			0	
SOUTHBOUND	Left	50	1	50	45	1	45
	Left-Through		0			0	
	Through	1326	2	466	1983	2	692
	Through-Right		1			1	
	Right	73	0	73	94	0	94
	Left-Through-Right		0			0	
EASTBOUND	Left	69	1	69	85	1	85
	Left-Through		0			0	
	Through	16	1	16	24	1	24
	Through-Right		0			0	
	Right	545	1	0	901	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	30	0	30	50	0	50
	Left-Through		1			1	
	Through	10	0	43	27	0	54
	Through-Right		1			1	
	Right	33	0	0	27	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		929	North-South:		1042
		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):				B			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2543	2	1196	1903	2	795
	Through-Right		1			1	
	Right	1045	0	1045	481	0	481
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1942	2	971	2897	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	297	2	163	296	2	163
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 1196 East-West: 163 SUM: 1359			North-South: 795 East-West: 163 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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14	31	1	31
	Left-Through		0			0	
	Through	2874	4	719	1563	4	391
	Through-Right		0			0	
	Right	484	1	309	306	1	43
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	444	2	244	515	2	283
	Through	1082	4	271	1748	4	437
	Through-Right		0			0	
	Right	177	1	0	663	1	576
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	184	1	184	87	1	87
	Through	288	2	109	172	2	81
	Through-Right		1			1	
	Right	38	0	38	71	0	71
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	318	2	175	478	2	263
	Through	111	2	56	339	2	170
	Through-Right		0			0	
	Right	711	2	147	742	2	125
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		963	North-South:		674
		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			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3154	4	789	2088	4	522
	Through-Right		0			0	
	Right	545	1	438	239	1	164
	Left-Through-Right		0			0	
SOUTHBOUND	Left	42	2	23	53	2	29
	Left-Through		0			0	
	Through	1373	4	343	2321	4	580
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	194	2	107	137	2	75
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	35	1	12	46	1	17
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		812	North-South:		580
		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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	43	0	43
	Left-Through		1			1	
	Through	0	0	10	3	0	46
	Through-Right		0			0	
	Right	831	1	0	365	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1429	1	722	550	1	296
	Through-Right		1			1	
	Right	15	0	15	42	0	42
	Left-Through-Right		0			0	
WESTBOUND	Left	335	1	335	940	1	940
	Left-Through		0			0	
	Through	501	1	252	1397	1	700
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		15	North-South:		47
		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):				B			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	335	2	184	1000	2	550
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	1	5	7	1	7
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1969	2	985	774	2	387
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	72	0	72	72	0	72
	Left-Through		1			1	
	Through	477	1	455	1348	1	818
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 184 East-West: 1057 SUM: 1241			North-South: 550 East-West: 818 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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	115	1	115	102	1	102
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	35	0	35	59	0	59
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1770	3	590	725	3	242
	Through-Right		0			0	
	Right	989	2	544	324	2	178
	Left-Through-Right		0			0	
WESTBOUND	Left	99	1	99	301	1	301
	Left-Through		0			0	
	Through	566	2	283	1494	2	747
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 115 East-West: 689 SUM: 804			North-South: 102 East-West: 747 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 15

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: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	99	279	1	153
	Left-Through		1			1	
	Through	294	0	416	232	0	277
	Through-Right		1			1	
	Right	122	0	122	45	0	45
	Left-Through-Right		0			0	
SOUTHBOUND	Left	81	1	81	155	1	155
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	149	1	0	517	1	416
	Left-Through-Right		0			0	
EASTBOUND	Left	498	1	498	202	1	202
	Left-Through		0			0	
	Through	1383	2	692	622	2	311
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	325	2	163	987	2	494
	Through-Right		0			0	
	Right	324	1	284	257	1	180
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		497	North-South:		693
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	17	1	17	22	1	22
	Left-Through		0			0	
	Through	1096	1	553	1050	1	531
	Through-Right		1			1	
	Right	9	0	9	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	472	1	409	443	1	396
	Through-Right		1			1	
	Right	754	1	0	746	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	471	2	259	673	2	370
	Left-Through		0			0	
	Through	894	2	447	1084	2	542
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 553 East-West: 668 SUM: 1221			North-South: 531 East-West: 766 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		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

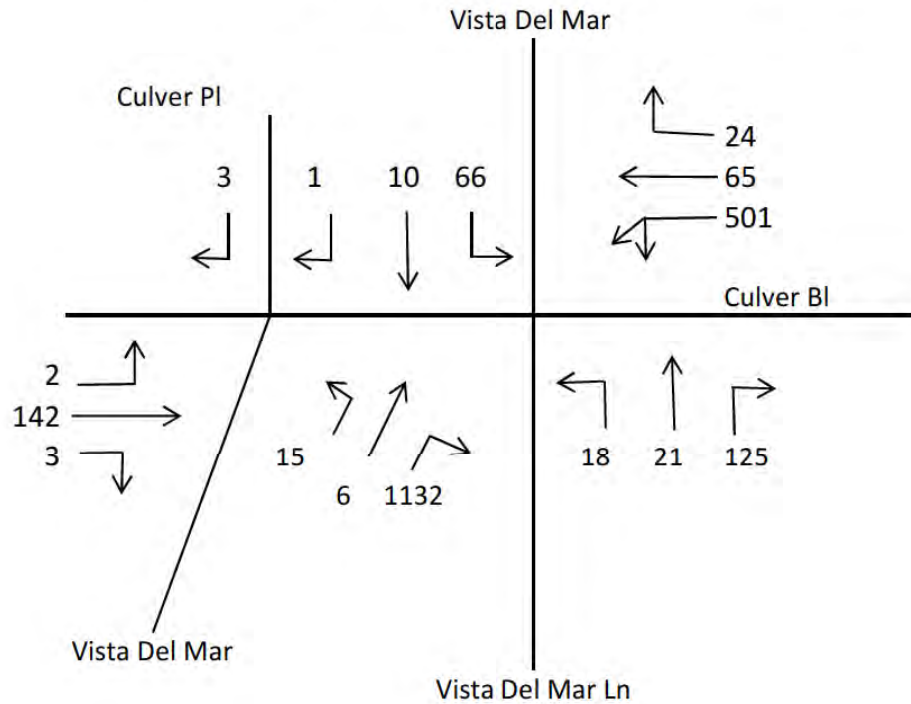
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Existing (2015) Plus Project Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	525	1	525	560	1	503
	Left-Through		1			1	
	Through	1356	1	678	950	1	503
	Through-Right		0			0	
	Right	576	1	576	397	1	397
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	30	1	30	14	1	14
	Left-Through		0			0	
	Through	494	2	247	443	2	222
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	718	2	249	1228	2	424
	Through-Right		1			1	
	Right	30	0	30	43	0	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 678 East-West: 279 SUM: 957			North-South: 503 East-West: 438 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):		A			A		

REMARKS:

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

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



1. 501×0.55 or $(65 + 24)$

2. $(15 + 6 + 1132) \times 0.55$

3. $\frac{(2 + 142 + 3)}{2}$

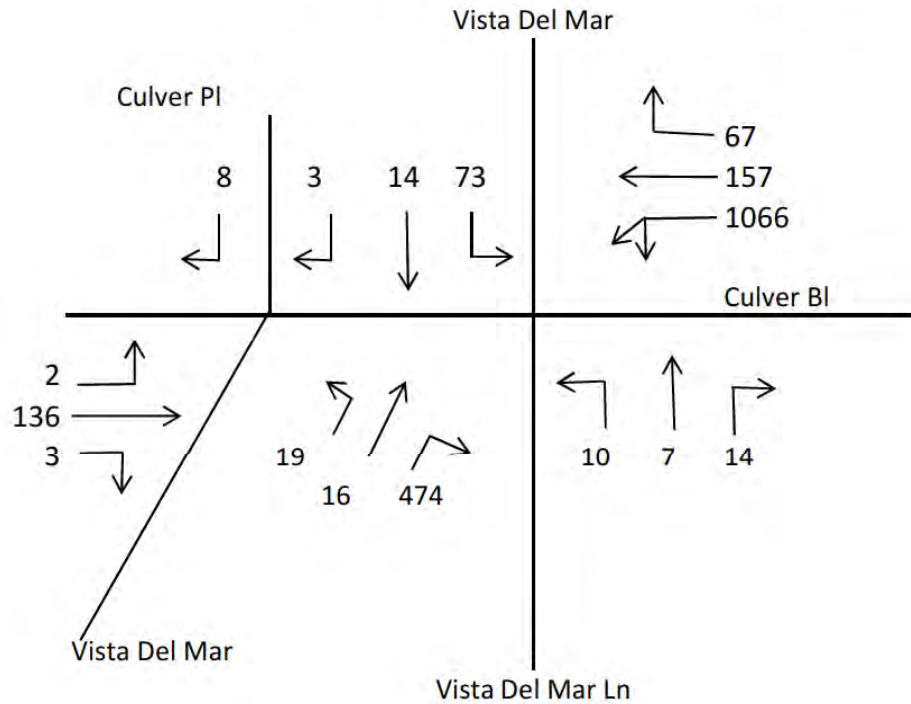
4. $66 + (18 + 21 + 125)$ or $18 + (66 + 10 + 1)$

Critical Volumes = $276 + 634 + 74 + 230 = 1214$

$$\begin{aligned} V/C &= \frac{1214}{1375} = \\ &= 0.883 - 0.10 = 0.783 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

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

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



1. 1066×0.55 or $(157 + 67)$
2. $(19 + 16 + 474) \times 0.55$
3. $\frac{(2 + 136 + 3)}{2}$
4. $73 + (10 + 7 + 14)$ or $10 + (73 + 14 + 3)$

$$\text{Critical Volumes} = 586 + 280 + 71 + 104 = 1041$$

$$\begin{aligned} V/C &= \frac{1041}{1375} = \\ &= 0.757 - 0.10 = 0.657 \text{ LOS B} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

APPENDIX E
Level of Service Worksheets
Cumulative (2023) Base Conditions

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
 North-South Street: Admiralty Way East-West Street: Bali Way
 Scenario: Cumulative (2023) Base Conditions
 Count Date: Analyst: RA Date: 6/17/2025

			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	
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3		EB -- 0	WB -- 3	
Override Capacity			2			2		
			0			0		
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		25	1	25	25	1	25
	Left-Through			0			0	
	Through		1213	1	621	1091	1	605
	Through-Right			1			1	
	Right		29	0	29	119	0	119
	Left-Through-Right			0			0	
SOUTHBOUND	Left		239	1	239	283	1	283
	Left-Through			0			0	
	Through		1232	1	626	1438	1	731
	Through-Right			1			1	
	Right		19	0	19	24	0	24
	Left-Through-Right			0			0	
EASTBOUND	Left		14	0	14	16	0	16
	Left-Through			1			1	
	Through		19	0	32	51	0	55
	Through-Right			1			1	
	Right		16	0	32	27	0	55
	Left-Through-Right			0			0	
WESTBOUND	Left		23	1	23	25	1	25
	Left-Through			0			0	
	Through		43	0	204	40	0	224
	Through-Right			1			1	
	Right		364	1	0	407	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South: 860			North-South: 888		
			East-West: 218			East-West: 240		
			SUM: 1078			SUM: 1128		
VOLUME/CAPACITY (V/C) RATIO:			0.756			0.792		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.692		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			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
NORTHBOUND	Left	30	1	30	18	1	18
	Left-Through		0			0	
	Through	821	1	438	686	1	414
	Through-Right		1			1	
	Right	54	0	54	142	0	142
	Left-Through-Right		0			0	
SOUTHBOUND	Left	470	1	470	406	1	406
	Left-Through		0			0	
	Through	701	1	360	1087	1	552
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
EASTBOUND	Left	20	1	20	20	1	20
	Left-Through		0			0	
	Through	57	0	79	46	0	68
	Through-Right		1			1	
	Right	22	0	0	22	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	161	1	125	268	1	146
	Left-Through		1			1	
	Through	89	0	125	24	0	146
	Through-Right		0			0	
	Right	451	1	0	467	1	61
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 908 East-West: 204 SUM: 1112			North-South: 820 East-West: 214 SUM: 1034		
VOLUME/CAPACITY (V/C) RATIO:		0.809			0.752		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.709			0.652		
LEVEL OF SERVICE (LOS):		C			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	695	2	382	995	2	547
	Left-Through		0			0	
	Through	20	0	0	0	0	0
	Through-Right		0			0	
	Right	76	1	33	116	1	96
	Left-Through-Right		0			0	
EASTBOUND	Left	86	1	86	41	1	41
	Left-Through		0			0	
	Through	117	2	59	159	2	80
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	94	1	94	126	1	126
	Through-Right		0			0	
	Right	791	1	409	546	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 382 East-West: 495 SUM: 877			North-South: 547 East-West: 167 SUM: 714		
VOLUME/CAPACITY (V/C) RATIO:		0.585			0.476		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.485			0.376		
LEVEL OF SERVICE (LOS):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	665	2	366	499	2	274
	Left-Through		0			0	
	Through	1618	2	577	1409	2	544
	Through-Right		1			1	
	Right	114	0	114	223	0	223
	Left-Through-Right		0			0	
SOUTHBOUND	Left	264	2	145	223	2	123
	Left-Through		0			0	
	Through	1612	2	578	1588	2	570
	Through-Right		1			1	
	Right	122	0	122	123	0	123
	Left-Through-Right		0			0	
EASTBOUND	Left	89	2	49	113	2	62
	Left-Through		0			0	
	Through	810	2	405	742	2	371
	Through-Right		0			0	
	Right	587	1	221	548	1	274
	Left-Through-Right		0			0	
WESTBOUND	Left	140	2	77	275	2	151
	Left-Through		0			0	
	Through	730	2	365	831	2	416
	Through-Right		0			0	
	Right	198	1	53	268	1	145
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		944	North-South:		844
		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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: **5**

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1523	2	585	1627	2	645
	Through-Right		1			1	
	Right	231	0	231	307	0	307
	Left-Through-Right		0			0	
SOUTHBOUND	Left	1005	2	553	919	2	505
	Left-Through		0			0	
	Through	1568	3	523	1821	3	607
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	223	2	123	237	2	130
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1251	2	135	946	2	15
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1138	North-South:		1150
		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):				C			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	207	126	1	126
	Left-Through		0			0	
	Through	1492	2	505	1505	2	506
	Through-Right		1			1	
	Right	24	0	24	13	0	13
	Left-Through-Right		0			0	
SOUTHBOUND	Left	40	1	40	59	1	59
	Left-Through		0			0	
	Through	1552	2	608	1731	2	683
	Through-Right		1			1	
	Right	272	0	272	317	0	317
	Left-Through-Right		0			0	
EASTBOUND	Left	220	1	111	344	1	174
	Left-Through		1			1	
	Through	1	0	111	3	0	174
	Through-Right		0			0	
	Right	62	1	0	114	1	51
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	15	0	15
	Left-Through		0			0	
	Through	1	0	16	2	0	26
	Through-Right		0			0	
	Right	12	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South:		815	North-South:		809
		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):				A			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	195	101	1	101
	Left-Through		0			0	
	Through	1696	3	565	1489	3	496
	Through-Right		0			0	
	Right	451	1	288	368	1	106
	Left-Through-Right		0			0	
SOUTHBOUND	Left	178	1	178	241	1	241
	Left-Through		0			0	
	Through	1326	2	456	1684	2	581
	Through-Right		1			1	
	Right	41	0	41	60	0	60
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	575	1	313	541	1	368
	Through-Right		1			1	
	Right	50	0	50	194	0	194
	Left-Through-Right		0			0	
WESTBOUND	Left	297	2	163	477	2	262
	Left-Through		0			0	
	Through	458	1	287	568	1	325
	Through-Right		1			1	
	Right	115	0	115	82	0	82
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 743 East-West: 476 SUM: 1219			North-South: 737 East-West: 630 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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	890	2	490	719	2	395
	Left-Through		0			0	
	Through	2160	2	733	1851	2	630
	Through-Right		1			1	
	Right	38	0	38	39	0	39
	Left-Through-Right		0			0	
SOUTHBOUND	Left	52	1	52	47	1	47
	Left-Through		0			0	
	Through	1571	2	549	2240	2	778
	Through-Right		1			1	
	Right	75	0	75	93	0	93
	Left-Through-Right		0			0	
EASTBOUND	Left	71	1	71	85	1	85
	Left-Through		0			0	
	Through	17	1	17	25	1	25
	Through-Right		0			0	
	Right	628	1	0	989	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	53	0	53
	Left-Through		1			1	
	Through	10	0	45	28	0	56
	Through-Right		1			1	
	Right	35	0	0	28	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1039	North-South:		1173
		East-West:		116	East-West:		141
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2774	2	1294	2268	2	936
	Through-Right		1			1	
	Right	1107	0	1107	539	0	539
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2273	2	1137	3242	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	310	2	171	308	2	169
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1294	North-South:		936
		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
LEVEL OF SERVICE (LOS):				D			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	41	1	41
	Left-Through		0			0	
	Through	3042	4	761	1789	4	447
	Through-Right		0			0	
	Right	645	1	436	361	1	29
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	550	2	303	677	2	372
	Through	1285	4	321	1896	4	474
	Through-Right		0			0	
	Right	195	1	0	704	1	604
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	198	1	198	100	1	100
	Through	410	2	153	261	2	116
	Through-Right		1			1	
	Right	50	0	50	88	0	88
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	380	2	209	603	2	332
	Through	180	2	90	498	2	249
	Through-Right		0			0	
	Right	832	2	155	962	2	157
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1064	North-South:		819
		East-West:		362	East-West:		448
		SUM:		1426	SUM:		1267
VOLUME/CAPACITY (V/C) RATIO:				1.037			0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.937			0.821
LEVEL OF SERVICE (LOS):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3468	4	867	2318	4	580
	Through-Right		0			0	
	Right	802	1	613	397	1	142
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	146	2	80	67	2	37
	Through	1544	4	386	2602	4	651
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	343	2	189	463	2	255
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	45	1	0	78	1	41
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		947	North-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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	45	0	45
	Left-Through		1			1	
	Through	0	0	10	3	0	48
	Through-Right		0			0	
	Right	916	1	0	420	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1576	1	796	652	1	348
	Through-Right		1			1	
	Right	16	0	16	44	0	44
	Left-Through-Right		0			0	
WESTBOUND	Left	375	1	375	1050	1	1050
	Left-Through		0			0	
	Through	588	1	295	1573	1	788
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		15	North-South:		49
		East-West:		1171	East-West:		1398
		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):				C			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	382	2	210	1155	2	635
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	1	0	55	1	55
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2071	2	1036	835	2	418
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	127	0	127	138	0	138
	Left-Through		1			1	
	Through	511	1	511	1439	1	996
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 210 East-West: 1163 SUM: 1373			North-South: 635 East-West: 996 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):		D			E		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2025

		AM PEAK HOUR			PM 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		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	129	1	129	112	1	112
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	37	0	37	62	0	62
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1867	3	622	795	3	265
	Through-Right		0			0	
	Right	1043	2	574	363	2	200
	Left-Through-Right		0			0	
WESTBOUND	Left	118	1	118	337	1	337
	Left-Through		0			0	
	Through	618	2	309	1605	2	803
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES							
		North-South:		129	North-South:		112
		East-West:		740	East-West:		803
		SUM:		869	SUM:		915
VOLUME/CAPACITY (V/C) RATIO:				0.579			0.610
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.510
LEVEL OF SERVICE (LOS):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	105	299	1	164
	Left-Through		1			1	
	Through	320	0	448	264	0	311
	Through-Right		1			1	
	Right	128	0	128	47	0	47
	Left-Through-Right		0			0	
SOUTHBOUND	Left	92	1	92	173	1	173
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	181	1	0	579	1	465
	Left-Through-Right		0			0	
EASTBOUND	Left	530	1	530	228	1	228
	Left-Through		0			0	
	Through	1462	2	731	676	2	338
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	352	2	176	1052	2	526
	Through-Right		0			0	
	Right	352	1	306	300	1	214
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		540	North-South:		776
		East-West:		836	East-West:		754
		SUM:		1376	SUM:		1530
VOLUME/CAPACITY (V/C) RATIO:				0.966			1.074
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.974
LEVEL OF SERVICE (LOS):				D			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	18	1	18	23	1	23
	Left-Through		0			0	
	Through	1204	1	607	1129	1	571
	Through-Right		1			1	
	Right	9	0	9	13	0	13
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	499	1	432	485	1	424
	Through-Right		1			1	
	Right	796	1	0	788	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	512	2	282	722	2	397
	Left-Through		0			0	
	Through	945	2	473	1150	2	575
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		607	North-South:		571
		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:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

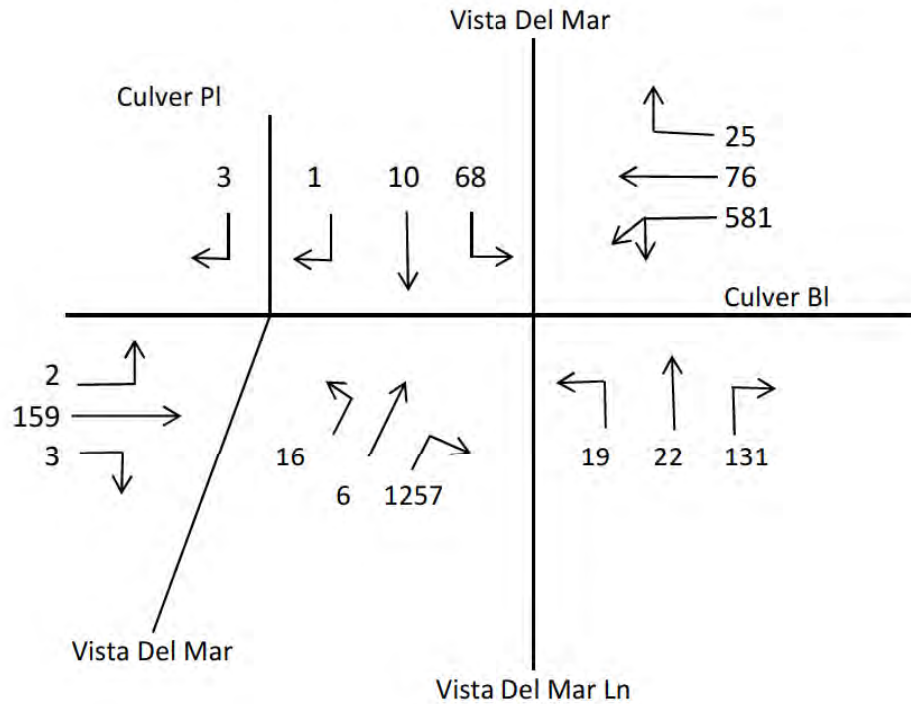
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Cumulative (2023) Base Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	548	1	548	585	1	561
	Left-Through		1			1	
	Through	1449	1	725	1099	1	561
	Through-Right		0			0	
	Right	608	1	608	443	1	443
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	34	1	34	26	1	26
	Left-Through		0			0	
	Through	519	2	260	474	2	237
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	781	2	273	1320	2	459
	Through-Right		1			1	
	Right	39	0	39	57	0	57
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 725 East-West: 307 SUM: 1032			North-South: 561 East-West: 485 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):		B			B		

REMARKS:

CMA METHODOLOGY
CUMULATIVE (2023) BASE CONDITIONS
AM PEAK HOUR

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



$$1. \quad 581 \times 0.55 \quad \text{or} \quad (76 + 25)$$

$$2. \quad (16 + 6 + 1257) \times 0.55$$

$$3. \quad \frac{(2 + 159 + 3)}{2}$$

$$4. \quad 68 + (19 + 22 + 131) \text{ or } 19 + (68 + 10 + 1)$$

$$\text{Critical Volumes} = 320 + 703 + 82 + 240 = 1345$$

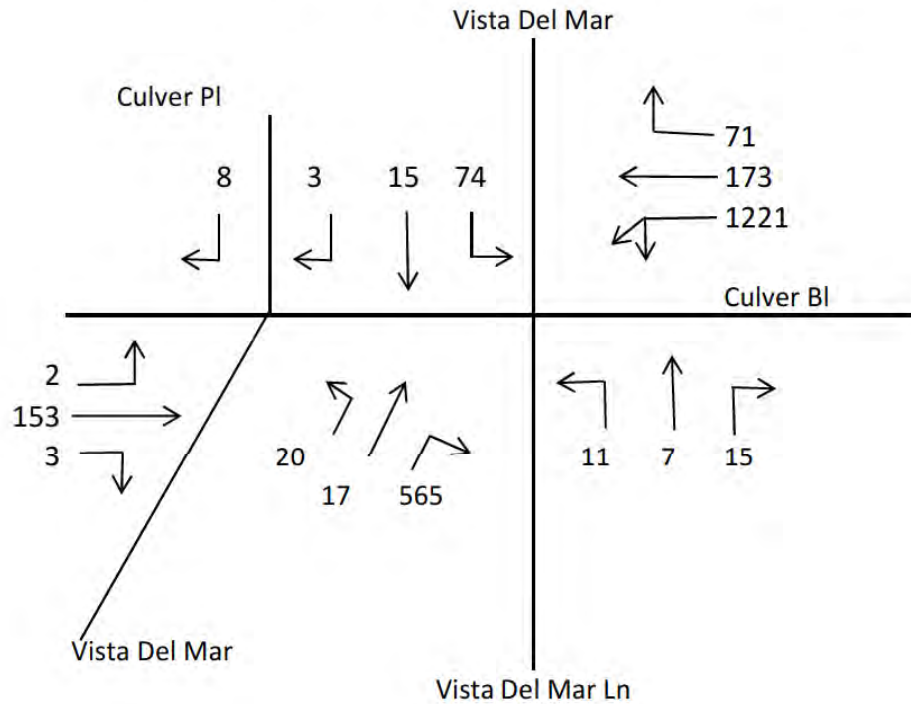
$$V/C = \frac{1345}{1375} =$$

$$= 0.978 - 0.10 = 0.878 \text{ LOS D}$$

ATSAC/ATCS

CMA METHODOLOGY
CUMULATIVE (2023) BASE CONDITIONS
PM PEAK HOUR

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



1. 1221×0.55 or $(173 + 71)$
2. $(20 + 17 + 565) \times 0.55$
3. $\frac{(2 + 153 + 3)}{2}$
4. $74 + (11 + 7 + 15)$ or $11 + (74 + 15 + 3)$

$$\text{Critical Volumes} = 672 + 331 + 79 + 107 = 1189$$

$$\begin{aligned} V/C &= \frac{1189}{1375} = \\ &= 0.865 - 0.10 = 0.765 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

APPENDIX F
Level of Service Worksheets
Cumulative (2023) plus Project Conditions

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
Scenario: Cumulative (2023) Plus Project Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2025

			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	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		25	1	25	25	1	25
	Left-Through			0			0	
	Through		1213	1	621	1093	1	606
	Through-Right			1			1	
	Right		29	0	29	119	0	119
	Left-Through-Right			0			0	
SOUTHBOUND	Left		239	1	239	283	1	283
	Left-Through			0			0	
	Through		1233	1	626	1441	1	733
	Through-Right			1			1	
	Right		19	0	19	24	0	24
	Left-Through-Right			0			0	
EASTBOUND	Left		14	0	14	16	0	16
	Left-Through			1			1	
	Through		19	0	32	51	0	55
	Through-Right			1			1	
	Right		16	0	32	27	0	55
	Left-Through-Right			0			0	
WESTBOUND	Left		23	1	23	25	1	25
	Left-Through			0			0	
	Through		43	0	204	40	0	224
	Through-Right			1			1	
	Right		364	1	0	407	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South: 860			North-South: 889		
			East-West: 218			East-West: 240		
			SUM: 1078			SUM: 1129		
VOLUME/CAPACITY (V/C) RATIO:			0.756			0.792		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.692		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			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
NORTHBOUND	Left	30	1	30	18	1	18
	Left-Through		0			0	
	Through	821	1	438	688	1	418
	Through-Right		1			1	
	Right	55	0	55	148	0	148
	Left-Through-Right		0			0	
SOUTHBOUND	Left	470	1	470	406	1	406
	Left-Through		0			0	
	Through	702	1	360	1090	1	553
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
EASTBOUND	Left	20	1	20	20	1	20
	Left-Through		0			0	
	Through	57	0	79	46	0	68
	Through-Right		1			1	
	Right	22	0	0	22	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	163	1	126	275	1	150
	Left-Through		1			1	
	Through	89	0	126	24	0	150
	Through-Right		0			0	
	Right	451	1	0	467	1	61
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 908 East-West: 205 SUM: 1113			North-South: 824 East-West: 218 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):		C			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	695	2	382	995	2	547
	Left-Through		0			0	
	Through	20	0	0	0	0	0
	Through-Right		0			0	
	Right	78	1	34	126	1	102
	Left-Through-Right		0			0	
EASTBOUND	Left	88	1	88	49	1	49
	Left-Through		0			0	
	Through	119	2	60	169	2	85
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	98	1	98	145	1	145
	Through-Right		0			0	
	Right	791	1	409	546	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 382 East-West: 497 SUM: 879			North-South: 547 East-West: 194 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	665	2	366	499	2	274
	Left-Through		0			0	
	Through	1619	2	578	1411	2	545
	Through-Right		1			1	
	Right	115	0	115	225	0	225
	Left-Through-Right		0			0	
SOUTHBOUND	Left	264	2	145	223	2	123
	Left-Through		0			0	
	Through	1613	2	578	1591	2	571
	Through-Right		1			1	
	Right	122	0	122	123	0	123
	Left-Through-Right		0			0	
EASTBOUND	Left	89	2	49	113	2	62
	Left-Through		0			0	
	Through	810	2	405	742	2	371
	Through-Right		0			0	
	Right	587	1	221	548	1	274
	Left-Through-Right		0			0	
WESTBOUND	Left	141	2	78	278	2	153
	Left-Through		0			0	
	Through	730	2	365	831	2	416
	Through-Right		0			0	
	Right	198	1	53	268	1	145
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		944	North-South:		845
		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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 5

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1524	2	585	1632	2	646
	Through-Right		1			1	
	Right	231	0	231	307	0	307
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	1005	2	553	919	2	505
	Through	1569	3	523	1828	3	609
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	223	2	123	237	2	130
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1251	2	135	946	2	15
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1138	North-South:		1151
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			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
NORTHBOUND	Left	207	1	207	126	1	126
	Left-Through		0			0	
	Through	1493	2	506	1510	2	508
	Through-Right		1			1	
	Right	24	0	24	13	0	13
	Left-Through-Right		0			0	
SOUTHBOUND	Left	40	1	40	59	1	59
	Left-Through		0			0	
	Through	1553	2	608	1738	2	685
	Through-Right		1			1	
	Right	272	0	272	317	0	317
	Left-Through-Right		0			0	
EASTBOUND	Left	220	1	111	344	1	174
	Left-Through		1			1	
	Through	1	0	111	3	0	174
	Through-Right		0			0	
	Right	62	1	0	114	1	51
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	15	0	15
	Left-Through		0			0	
	Through	1	0	16	2	0	26
	Through-Right		0			0	
	Right	12	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 815 East-West: 127 SUM: 942			North-South: 811 East-West: 200 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):		A			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	195	101	1	101
	Left-Through		0			0	
	Through	1697	3	566	1494	3	498
	Through-Right		0			0	
	Right	451	1	288	368	1	106
	Left-Through-Right		0			0	
SOUTHBOUND	Left	178	1	178	241	1	241
	Left-Through		0			0	
	Through	1327	2	456	1691	2	584
	Through-Right		1			1	
	Right	41	0	41	60	0	60
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	576	1	313	547	1	371
	Through-Right		1			1	
	Right	50	0	50	194	0	194
	Left-Through-Right		0			0	
WESTBOUND	Left	297	2	163	477	2	262
	Left-Through		0			0	
	Through	460	1	288	575	1	329
	Through-Right		1			1	
	Right	115	0	115	82	0	82
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		744	North-South:		739
		East-West:		476	East-West:		633
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	893	2	491	732	2	403
	Left-Through		0			0	
	Through	2160	2	733	1852	2	630
	Through-Right		1			1	
	Right	38	0	38	39	0	39
	Left-Through-Right		0			0	
SOUTHBOUND	Left	52	1	52	47	1	47
	Left-Through		0			0	
	Through	1571	2	549	2241	2	780
	Through-Right		1			1	
	Right	76	0	76	99	0	99
	Left-Through-Right		0			0	
EASTBOUND	Left	72	1	72	89	1	89
	Left-Through		0			0	
	Through	17	1	17	25	1	25
	Through-Right		0			0	
	Right	629	1	0	995	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	53	0	53
	Left-Through		1			1	
	Through	10	0	45	28	0	56
	Through-Right		1			1	
	Right	35	0	0	28	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1040	North-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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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 PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2776	2	1294	2279	2	939
	Through-Right		1			1	
	Right	1107	0	1107	539	0	539
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2274	2	1137	3250	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	311	2	171	311	2	171
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1294 East-West: 171 SUM: 1465			North-South: 939 East-West: 171 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			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	42	1	42
	Left-Through		0			0	
	Through	3043	4	761	1793	4	448
	Through-Right		0			0	
	Right	645	1	436	361	1	29
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	550	2	303	679	2	373
	Through	1286	4	322	1899	4	475
	Through-Right		0			0	
	Right	195	1	0	708	1	604
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	199	1	199	104	1	104
	Through	410	2	153	261	2	117
	Through-Right		1			1	
	Right	50	0	50	89	0	89
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	380	2	209	603	2	332
	Through	180	2	90	498	2	249
	Through-Right		0			0	
	Right	833	2	155	965	2	158
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1064	North-South:		821
		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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3469	4	867	2321	4	580
	Through-Right		0			0	
	Right	802	1	613	397	1	142
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	146	2	80	68	2	37
	Through	1545	4	386	2604	4	651
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	343	2	189	463	2	255
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	45	1	0	80	1	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		947	North-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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

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					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	45	0	45
	Left-Through		1			1	
	Through	0	0	10	3	0	48
	Through-Right		0			0	
	Right	916	1	0	421	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1577	1	797	656	1	350
	Through-Right		1			1	
	Right	16	0	16	44	0	44
	Left-Through-Right		0			0	
WESTBOUND	Left	375	1	375	1051	1	1051
	Left-Through		0			0	
	Through	589	1	296	1578	1	790
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		15	North-South:		49
		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):				C			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	383	2	211	1160	2	638
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	1	0	55	1	55
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2071	2	1036	836	2	418
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	127	0	127	138	0	138
	Left-Through		1			1	
	Through	511	1	511	1440	1	996
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		211	North-South:		638
		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):				D			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	129	1	129	114	1	114
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	37	0	37	62	0	62
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1867	3	622	795	3	265
	Through-Right		0			0	
	Right	1043	2	574	364	2	200
	Left-Through-Right		0			0	
WESTBOUND	Left	118	1	118	337	1	337
	Left-Through		0			0	
	Through	619	2	310	1609	2	805
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		129	North-South:		114
		East-West:		740	East-West:		805
		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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	105	300	1	165
	Left-Through		1			1	
	Through	320	0	448	264	0	311
	Through-Right		1			1	
	Right	128	0	128	47	0	47
	Left-Through-Right		0			0	
SOUTHBOUND	Left	92	1	92	173	1	173
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	181	1	0	579	1	465
	Left-Through-Right		0			0	
EASTBOUND	Left	530	1	530	228	1	228
	Left-Through		0			0	
	Through	1462	2	731	678	2	339
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	353	2	177	1055	2	528
	Through-Right		0			0	
	Right	352	1	306	300	1	214
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		540	North-South:		776
		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):				D			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	18	1	18	23	1	23
	Left-Through		0			0	
	Through	1204	1	607	1129	1	571
	Through-Right		1			1	
	Right	9	0	9	13	0	13
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	499	1	432	487	1	427
	Through-Right		1			1	
	Right	797	1	0	793	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	512	2	282	722	2	397
	Left-Through		0			0	
	Through	947	2	474	1157	2	579
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 607 East-West: 714 SUM: 1321			North-South: 571 East-West: 824 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		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

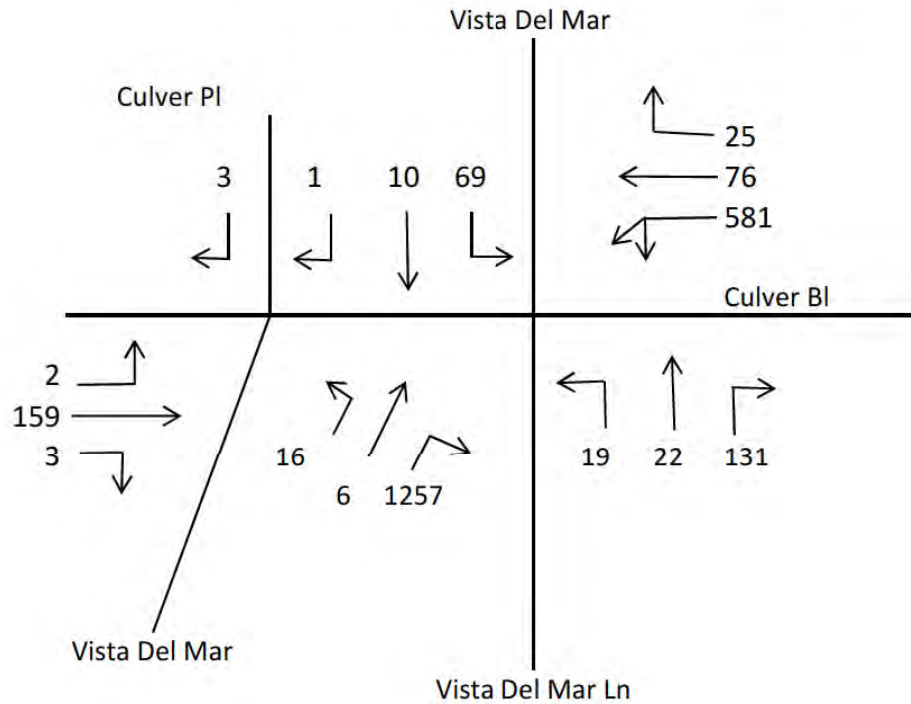
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Cumulative (2023) Plus Project Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	549	1	549	589	1	563
	Left-Through		1			1	
	Through	1449	1	725	1099	1	563
	Through-Right		0			0	
	Right	608	1	608	443	1	443
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	34	1	34	26	1	26
	Left-Through		0			0	
	Through	519	2	260	476	2	238
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	782	2	274	1323	2	460
	Through-Right		1			1	
	Right	39	0	39	57	0	57
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		725	North-South:		563
		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):				B			B

REMARKS:

CMA METHODOLOGY
CUMULATIVE (2023) PLUS PROJECT CONDITIONS
AM PEAK HOUR

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



$$1. \quad 581 \times 0.55 \quad \text{or} \quad (76 + 25)$$

$$2. \quad (16 + 6 + 1257) \times 0.55$$

$$3. \quad \frac{(2 + 159 + 3)}{2}$$

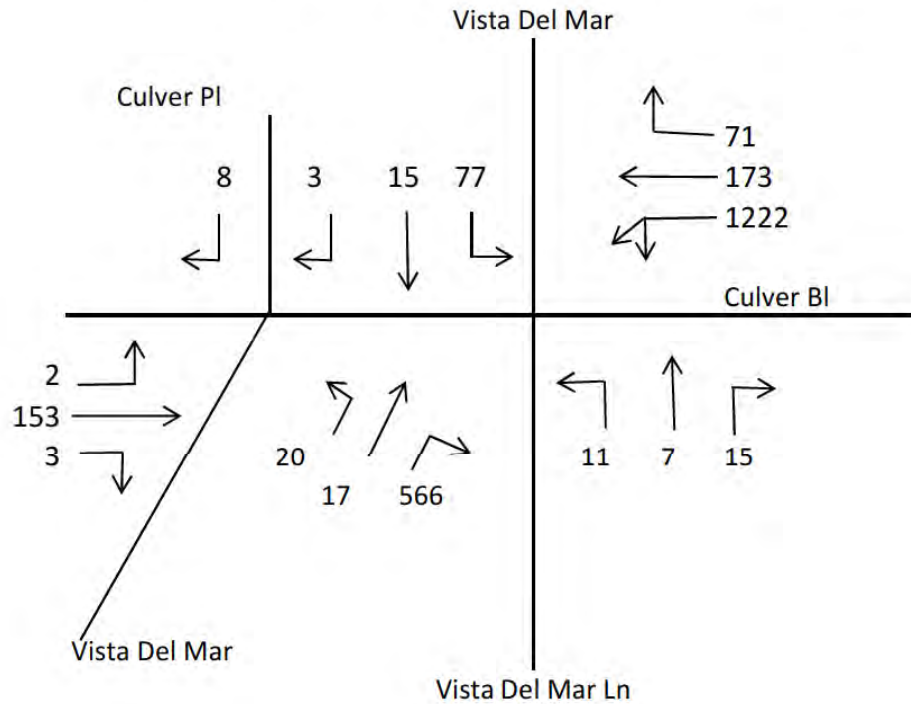
$$4. \quad 69 + (19 + 22 + 131) \text{ or } 19 + (69 + 10 + 1)$$

$$\text{Critical Volumes} = 320 + 703 + 82 + 241 = 1346$$

$$\begin{aligned} V/C &= \frac{1346}{1375} = \\ &= 0.979 - 0.10 = 0.879 \text{ LOS D} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
CUMULATIVE (2023) PLUS PROJECT CONDITIONS
PM PEAK HOUR

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



1. 1222×0.55 or $(173 + 71)$
2. $(20 + 17 + 566) \times 0.55$
3. $\frac{(2 + 153 + 3)}{2}$
4. $77 + (11 + 7 + 15)$ or $11 + (77 + 15 + 3)$

$$\text{Critical Volumes} = 672 + 332 + 79 + 110 = 1193$$

$$\begin{aligned} V/C &= \frac{1193}{1375} = \\ &= 0.868 - 0.10 = 0.768 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

APPENDIX G
Level of Service Worksheets
Cumulative (2019) Pre-Construction Conditions

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
 North-South Street: Admiralty Way East-West Street: Bali Way
 Scenario: Cumulative (2019) Pre-Construction 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	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		25	1	25	25	1	25
	Left-Through			0			0	
	Through		1186	1	608	1065	1	591
	Through-Right			1			1	
	Right		29	0	29	116	0	116
	Left-Through-Right			0			0	
SOUTHBOUND	Left		233	1	233	276	1	276
	Left-Through			0			0	
	Through		1206	1	612	1402	1	713
	Through-Right			1			1	
	Right		18	0	18	24	0	24
	Left-Through-Right			0			0	
EASTBOUND	Left		13	0	13	15	0	15
	Left-Through			1			1	
	Through		18	0	30	49	0	53
	Through-Right			1			1	
	Right		15	0	30	27	0	53
	Left-Through-Right			0			0	
WESTBOUND	Left		23	1	23	25	1	25
	Left-Through			0			0	
	Through		42	0	199	39	0	218
	Through-Right			1			1	
	Right		356	1	0	397	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South: 841			North-South: 867		
			East-West: 212			East-West: 233		
			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):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			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
NORTHBOUND	Left	30	1	30	17	1	17
	Left-Through		0			0	
	Through	803	1	428	670	1	404
	Through-Right		1			1	
	Right	53	0	53	138	0	138
	Left-Through-Right		0			0	
SOUTHBOUND	Left	459	1	459	396	1	396
	Left-Through		0			0	
	Through	686	1	352	1061	1	538
	Through-Right		1			1	
	Right	17	0	17	15	0	15
	Left-Through-Right		0			0	
EASTBOUND	Left	19	1	19	19	1	19
	Left-Through		0			0	
	Through	55	0	76	45	0	66
	Through-Right		1			1	
	Right	21	0	0	21	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	158	1	123	262	1	143
	Left-Through		1			1	
	Through	87	0	123	24	0	143
	Through-Right		0			0	
	Right	441	1	0	455	1	59
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 887 East-West: 199 SUM: 1086			North-South: 800 East-West: 209 SUM: 1009		
VOLUME/CAPACITY (V/C) RATIO:		0.790			0.734		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.690			0.634		
LEVEL OF SERVICE (LOS):		B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	680	2	374	971	2	534
	Left-Through		0			0	
	Through	20	0	0	0	0	0
	Through-Right		0			0	
	Right	75	1	33	113	1	93
	Left-Through-Right		0			0	
EASTBOUND	Left	84	1	84	40	1	40
	Left-Through		0			0	
	Through	115	2	58	155	2	78
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	92	1	92	123	1	123
	Through-Right		0			0	
	Right	773	1	399	534	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		374	North-South:		534
		East-West:		483	East-West:		163
		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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	650	2	358	487	2	268
	Left-Through		0			0	
	Through	1584	2	565	1377	2	532
	Through-Right		1			1	
	Right	111	0	111	218	0	218
	Left-Through-Right		0			0	
SOUTHBOUND	Left	259	2	142	219	2	120
	Left-Through		0			0	
	Through	1579	2	566	1551	2	557
	Through-Right		1			1	
	Right	120	0	120	120	0	120
	Left-Through-Right		0			0	
EASTBOUND	Left	87	2	48	111	2	61
	Left-Through		0			0	
	Through	792	2	396	724	2	362
	Through-Right		0			0	
	Right	575	1	217	535	1	267
	Left-Through-Right		0			0	
WESTBOUND	Left	137	2	75	268	2	147
	Left-Through		0			0	
	Through	714	2	357	811	2	406
	Through-Right		0			0	
	Right	194	1	52	262	1	142
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		924	North-South:		825
		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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: **5**

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1491	2	572	1591	2	630
	Through-Right		1			1	
	Right	226	0	226	300	0	300
	Left-Through-Right		0			0	
SOUTHBOUND	Left	985	2	542	897	2	493
	Left-Through		0			0	
	Through	1536	3	512	1780	3	593
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	219	2	120	232	2	128
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1224	2	131	925	2	16
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1114	North-South:		1123
		East-West:		131	East-West:		128
		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):				C			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	203	1	203	123	1	123
	Left-Through		0			0	
	Through	1461	2	495	1471	2	495
	Through-Right		1			1	
	Right	24	0	24	13	0	13
	Left-Through-Right		0			0	
SOUTHBOUND	Left	40	1	40	58	1	58
	Left-Through		0			0	
	Through	1522	2	596	1691	2	667
	Through-Right		1			1	
	Right	266	0	266	309	0	309
	Left-Through-Right		0			0	
EASTBOUND	Left	215	1	108	335	1	169
	Left-Through		1			1	
	Through	1	0	108	3	0	169
	Through-Right		0			0	
	Right	60	1	0	111	1	50
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	15	0	15
	Left-Through		0			0	
	Through	1	0	15	2	0	26
	Through-Right		0			0	
	Right	11	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 799 East-West: 123 SUM: 922			North-South: 790 East-West: 195 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):		A			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	98	1	98
	Left-Through		0			0	
	Through	1660	3	553	1456	3	485
	Through-Right		0			0	
	Right	441	1	281	360	1	104
	Left-Through-Right		0			0	
SOUTHBOUND	Left	175	1	175	235	1	235
	Left-Through		0			0	
	Through	1300	2	447	1645	2	568
	Through-Right		1			1	
	Right	40	0	40	58	0	58
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	563	1	306	527	1	358
	Through-Right		1			1	
	Right	49	0	49	189	0	189
	Left-Through-Right		0			0	
WESTBOUND	Left	290	2	160	465	2	256
	Left-Through		0			0	
	Through	448	1	281	554	1	317
	Through-Right		1			1	
	Right	113	0	113	80	0	80
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		728	North-South:		720
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	870	2	479	702	2	386
	Left-Through		0			0	
	Through	2114	2	717	1810	2	616
	Through-Right		1			1	
	Right	37	0	37	38	0	38
	Left-Through-Right		0			0	
SOUTHBOUND	Left	51	1	51	46	1	46
	Left-Through		0			0	
	Through	1539	2	538	2187	2	759
	Through-Right		1			1	
	Right	74	0	74	90	0	90
	Left-Through-Right		0			0	
EASTBOUND	Left	70	1	70	83	1	83
	Left-Through		0			0	
	Through	16	1	16	25	1	25
	Through-Right		0			0	
	Right	616	1	0	965	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	51	0	51
	Left-Through		1			1	
	Through	10	0	44	28	0	56
	Through-Right		1			1	
	Right	34	0	0	28	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1017	North-South:		1145
		East-West:		114	East-West:		139
		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):				B			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2714	2	1265	2218	2	915
	Through-Right		1			1	
	Right	1082	0	1082	526	0	526
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2228	2	1114	3166	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	303	2	167	301	2	166
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1265	North-South:		915
		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			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	40	1	40
	Left-Through		0			0	
	Through	2974	4	744	1747	4	437
	Through-Right		0			0	
	Right	633	1	428	353	1	28
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	539	2	296	663	2	365
	Through	1260	4	315	1850	4	463
	Through-Right		0			0	
	Right	191	1	0	686	1	588
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	193	1	193	98	1	98
	Through	404	2	151	256	2	114
	Through-Right		1			1	
	Right	49	0	49	86	0	86
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	372	2	205	590	2	325
	Through	178	2	89	489	2	245
	Through-Right		0			0	
	Right	815	2	152	942	2	153
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1040	North-South:		802
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3394	4	849	2263	4	566
	Through-Right		0			0	
	Right	790	1	604	390	1	137
	Left-Through-Right		0			0	
SOUTHBOUND	Left	145	2	80	65	2	36
	Left-Through		0			0	
	Through	1512	4	378	2541	4	635
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	338	2	186	460	2	253
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	44	1	0	77	1	41
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		929	North-South:		635
		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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	44	0	44
	Left-Through		1			1	
	Through	0	0	10	3	0	47
	Through-Right		0			0	
	Right	896	1	0	410	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1543	1	779	637	1	340
	Through-Right		1			1	
	Right	15	0	15	43	0	43
	Left-Through-Right		0			0	
WESTBOUND	Left	367	1	367	1025	1	1025
	Left-Through		0			0	
	Through	576	1	289	1536	1	769
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		15	North-South:		48
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM 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		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	374	2	206	1129	2	621
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	1	0	55	1	55
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2024	2	1012	815	2	408
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	126	0	126	136	0	136
	Left-Through		1			1	
	Through	500	1	500	1403	1	974
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		206	North-South:		621
		East-West:		1138	East-West:		974
		SUM:		1344	SUM:		1595
VOLUME/CAPACITY (V/C) RATIO:				0.896			1.063
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.796			0.963
LEVEL OF SERVICE (LOS):				C			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2015

		AM PEAK HOUR			PM 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		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	127	1	127	110	1	110
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	36	0	36	61	0	61
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1826	3	609	776	3	259
	Through-Right		0			0	
	Right	1020	2	561	354	2	195
	Left-Through-Right		0			0	
WESTBOUND	Left	115	1	115	329	1	329
	Left-Through		0			0	
	Through	605	2	303	1566	2	783
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES							
		North-South:		127	North-South:		110
		East-West:		724	East-West:		783
		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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	187	1	103	291	1	160
	Left-Through		1			1	
	Through	313	0	438	258	0	304
	Through-Right		1			1	
	Right	125	0	125	46	0	46
	Left-Through-Right		0			0	
SOUTHBOUND	Left	90	1	90	169	1	169
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	177	1	0	565	1	454
	Left-Through-Right		0			0	
EASTBOUND	Left	518	1	518	222	1	222
	Left-Through		0			0	
	Through	1430	2	715	660	2	330
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	344	2	172	1025	2	513
	Through-Right		0			0	
	Right	344	1	299	294	1	210
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		528	North-South:		758
		East-West:		817	East-West:		735
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
16

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	17	1	17	23	1	23
	Left-Through		0			0	
	Through	1178	1	594	1101	1	557
	Through-Right		1			1	
	Right	9	0	9	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	488	1	422	473	1	414
	Through-Right		1			1	
	Right	778	1	0	768	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	501	2	276	704	2	387
	Left-Through		0			0	
	Through	925	2	463	1122	2	561
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 594 East-West: 698 SUM: 1292			North-South: 557 East-West: 801 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):		D			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

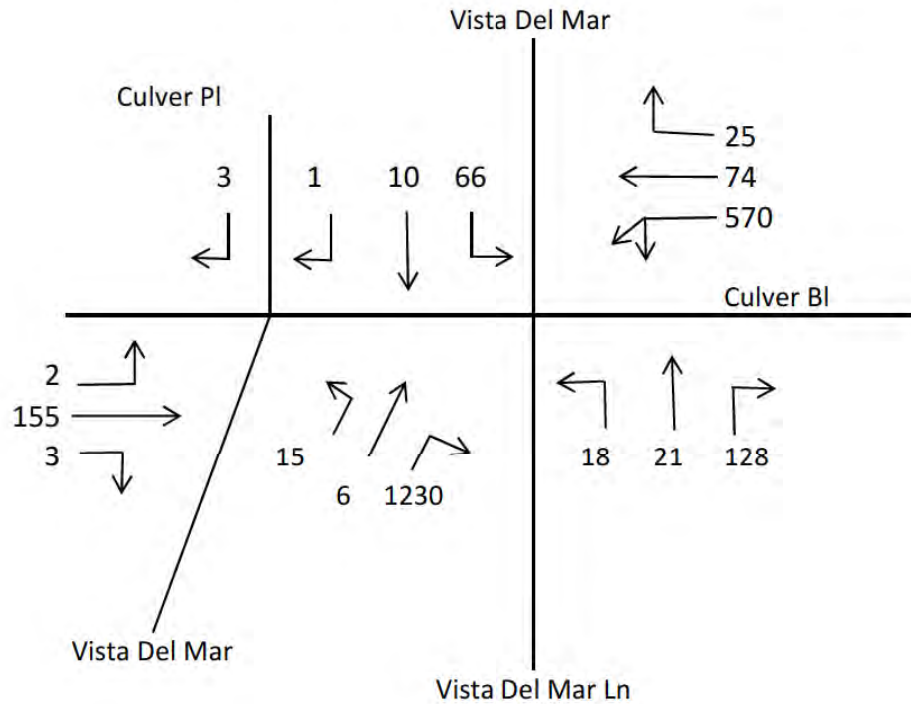
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Cumulative (2019) Pre-Construction Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	536	1	536	570	1	548
	Left-Through		1			1	
	Through	1417	1	709	1074	1	548
	Through-Right		0			0	
	Right	594	1	594	432	1	432
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	34	1	34	25	1	25
	Left-Through		0			0	
	Through	507	2	254	462	2	231
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	764	2	268	1288	2	448
	Through-Right		1			1	
	Right	39	0	39	56	0	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 709 East-West: 302 SUM: 1011			North-South: 548 East-West: 473 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):				B			B

REMARKS:

CMA METHODOLOGY
CUMULATIVE (2019) PRE-CONSTRUCTION CONDITIONS
AM PEAK HOUR

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



$$1. \quad 570 \times 0.55 \quad \text{or} \quad (74 + 25)$$

$$2. \quad (15 + 6 + 1230) \times 0.55$$

$$3. \quad \frac{(2 + 155 + 3)}{2}$$

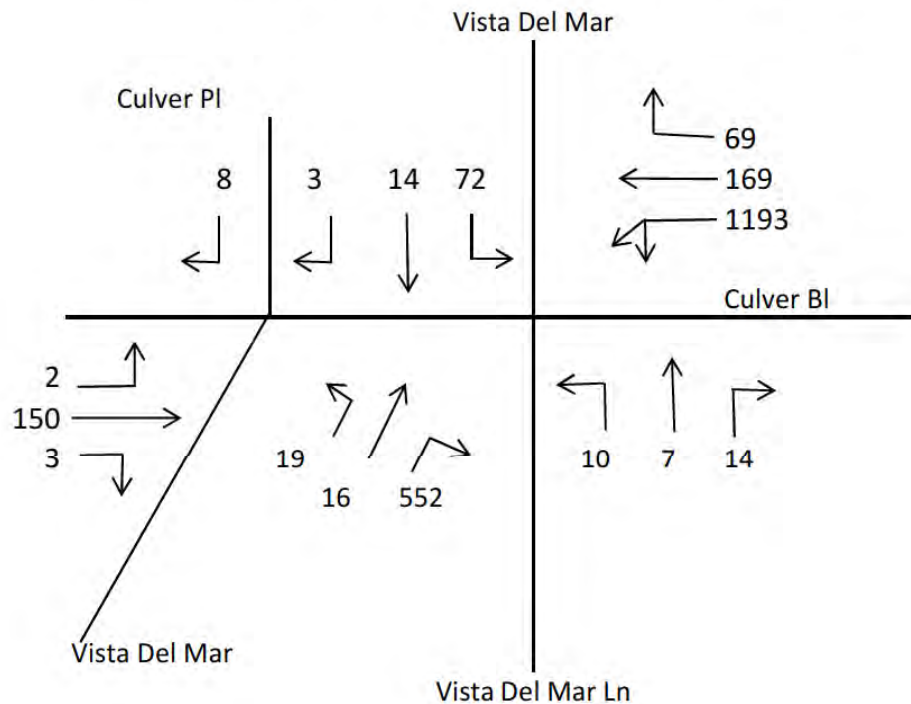
$$4. \quad 66 + (18 + 21 + 128) \text{ or } 18 + (66 + 10 + 1)$$

$$\text{Critical Volumes} = 314 + 688 + 80 + 233 = 1315$$

$$\begin{aligned} V/C &= \frac{1315}{1375} = \\ &= 0.956 - 0.10 = 0.856 \text{ LOS D} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
CUMULATIVE (2019) PRE-CONSTRUCTION CONDITIONS
PM PEAK HOUR

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



1. 1193×0.55 or $(169 + 69)$
2. $(19 + 16 + 552) \times 0.55$
3. $\frac{(2 + 150 + 3)}{2}$
4. $72 + (10 + 7 + 14)$ or $10 + (72 + 14 + 3)$

$$\text{Critical Volumes} = 656 + 323 + 78 + 103 = 1160$$

$$\begin{aligned} V/C &= \frac{1160}{1375} = \\ &= 0.844 - 0.10 = 0.744 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

APPENDIX H
Level of Service Worksheets
Cumulative (2019) with Project Construction Activity Conditions

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali 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	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		25	1	25	25	1	25
	Left-Through			0			0	
	Through		1186	1	608	1067	1	592
	Through-Right			1			1	
	Right		29	0	29	116	0	116
	Left-Through-Right			0			0	
SOUTHBOUND	Left		233	1	233	276	1	276
	Left-Through			0			0	
	Through		1208	1	613	1402	1	713
	Through-Right			1			1	
	Right		18	0	18	24	0	24
	Left-Through-Right			0			0	
EASTBOUND	Left		13	0	13	15	0	15
	Left-Through			1			1	
	Through		18	0	30	49	0	53
	Through-Right			1			1	
	Right		15	0	30	27	0	53
	Left-Through-Right			0			0	
WESTBOUND	Left		23	1	23	25	1	25
	Left-Through			0			0	
	Through		42	0	199	39	0	218
	Through-Right			1			1	
	Right		356	1	0	397	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South: 841			North-South: 868		
			East-West: 212			East-West: 233		
			SUM: 1053			SUM: 1101		
VOLUME/CAPACITY (V/C) RATIO:			0.739			0.773		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.639			0.673		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			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
NORTHBOUND	Left	30	1	30	17	1	17
	Left-Through		0			0	
	Through	803	1	428	671	1	406
	Through-Right		1			1	
	Right	53	0	53	140	0	140
	Left-Through-Right		0			0	
SOUTHBOUND	Left	459	1	459	396	1	396
	Left-Through		0			0	
	Through	688	1	353	1061	1	538
	Through-Right		1			1	
	Right	17	0	17	15	0	15
	Left-Through-Right		0			0	
EASTBOUND	Left	19	1	19	19	1	19
	Left-Through		0			0	
	Through	55	0	76	45	0	66
	Through-Right		1			1	
	Right	21	0	0	21	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	167	1	127	264	1	144
	Left-Through		1			1	
	Through	87	0	127	24	0	144
	Through-Right		0			0	
	Right	441	1	0	456	1	60
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 887 East-West: 203 SUM: 1090			North-South: 802 East-West: 210 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):		B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	688	2	378	973	2	535
	Left-Through		0			0	
	Through	20	0	0	0	0	0
	Through-Right		0			0	
	Right	78	1	36	114	1	93
	Left-Through-Right		0			0	
EASTBOUND	Left	85	1	85	43	1	43
	Left-Through		0			0	
	Through	116	2	58	158	2	79
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	95	1	95	124	1	124
	Through-Right		0			0	
	Right	773	1	395	534	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 378 East-West: 480 SUM: 858			North-South: 535 East-West: 167 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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	650	2	358	488	2	268
	Left-Through		0			0	
	Through	1585	2	565	1381	2	534
	Through-Right		1			1	
	Right	111	0	111	221	0	221
	Left-Through-Right		0			0	
SOUTHBOUND	Left	259	2	142	219	2	120
	Left-Through		0			0	
	Through	1584	2	568	1552	2	557
	Through-Right		1			1	
	Right	120	0	120	120	0	120
	Left-Through-Right		0			0	
EASTBOUND	Left	87	2	48	111	2	61
	Left-Through		0			0	
	Through	792	2	396	724	2	362
	Through-Right		0			0	
	Right	576	1	218	535	1	267
	Left-Through-Right		0			0	
WESTBOUND	Left	140	2	77	269	2	148
	Left-Through		0			0	
	Through	714	2	357	811	2	406
	Through-Right		0			0	
	Right	194	1	52	262	1	142
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 926 East-West: 473 SUM: 1399			North-South: 825 East-West: 510 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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: **5**

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 HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1491	2	572	1592	2	631
	Through-Right		1			1	
	Right	226	0	226	300	0	300
	Left-Through-Right		0			0	
SOUTHBOUND	Left	985	2	542	897	2	493
	Left-Through		0			0	
	Through	1545	3	515	1782	3	594
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	219	2	120	232	2	128
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1225	2	132	932	2	20
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1114	North-South:		1124
		East-West:		132	East-West:		128
		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):				C			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	203	1	203	123	1	123
	Left-Through		0			0	
	Through	1461	2	495	1472	2	495
	Through-Right		1			1	
	Right	24	0	24	13	0	13
	Left-Through-Right		0			0	
SOUTHBOUND	Left	40	1	40	58	1	58
	Left-Through		0			0	
	Through	1531	2	599	1693	2	667
	Through-Right		1			1	
	Right	266	0	266	309	0	309
	Left-Through-Right		0			0	
EASTBOUND	Left	215	1	108	335	1	169
	Left-Through		1			1	
	Through	1	0	108	3	0	169
	Through-Right		0			0	
	Right	60	1	0	111	1	50
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	15	0	15
	Left-Through		0			0	
	Through	1	0	15	2	0	26
	Through-Right		0			0	
	Right	11	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South:		802	North-South:		790
		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):				A			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	1	196	99	1	99
	Left-Through		0			0	
	Through	1660	3	553	1457	3	486
	Through-Right		0			0	
	Right	516	1	315	360	1	104
	Left-Through-Right		0			0	
SOUTHBOUND	Left	175	1	175	235	1	235
	Left-Through		0			0	
	Through	1309	2	450	1647	2	568
	Through-Right		1			1	
	Right	40	0	40	58	0	58
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	563	1	306	529	1	359
	Through-Right		1			1	
	Right	49	0	49	189	0	189
	Left-Through-Right		0			0	
WESTBOUND	Left	366	2	201	465	2	256
	Left-Through		0			0	
	Through	451	1	282	556	1	318
	Through-Right		1			1	
	Right	113	0	113	80	0	80
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		728	North-South:		721
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	872	2	480	702	2	386
	Left-Through		0			0	
	Through	2195	2	744	1811	2	616
	Through-Right		1			1	
	Right	37	0	37	38	0	38
	Left-Through-Right		0			0	
SOUTHBOUND	Left	51	1	51	46	1	46
	Left-Through		0			0	
	Through	1623	2	566	2189	2	760
	Through-Right		1			1	
	Right	76	0	76	90	0	90
	Left-Through-Right		0			0	
EASTBOUND	Left	70	1	70	84	1	84
	Left-Through		0			0	
	Through	16	1	16	25	1	25
	Through-Right		0			0	
	Right	624	1	0	968	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	51	0	51
	Left-Through		1			1	
	Through	10	0	44	28	0	56
	Through-Right		1			1	
	Right	34	0	0	28	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1046	North-South:		1146
		East-West:		114	East-West:		140
		SUM:		1160	SUM:		1286
VOLUME/CAPACITY (V/C) RATIO:				0.814			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.802
LEVEL OF SERVICE (LOS):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2722	2	1268	2220	2	915
	Through-Right		1			1	
	Right	1082	0	1082	526	0	526
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2231	2	1116	3188	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	303	2	167	301	2	166
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1268 East-West: 167 SUM: 1435			North-South: 915 East-West: 166 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			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	40	1	40
	Left-Through		0			0	
	Through	2977	4	744	1748	4	437
	Through-Right		0			0	
	Right	633	1	428	353	1	28
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	539	2	296	664	2	365
	Through	1260	4	315	1853	4	463
	Through-Right		0			0	
	Right	193	1	0	704	1	605
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	196	1	196	99	1	99
	Through	404	2	151	256	2	114
	Through-Right		1			1	
	Right	49	0	49	86	0	86
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	372	2	205	590	2	325
	Through	178	2	89	489	2	245
	Through-Right		0			0	
	Right	817	2	153	942	2	153
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1040	North-South:		802
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3397	4	849	2264	4	566
	Through-Right		0			0	
	Right	790	1	604	390	1	137
	Left-Through-Right		0			0	
SOUTHBOUND	Left	145	2	80	65	2	36
	Left-Through		0			0	
	Through	1512	4	378	2544	4	636
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	338	2	186	460	2	253
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	44	1	0	77	1	41
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		929	North-South:		636
		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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	44	0	44
	Left-Through		1			1	
	Through	0	0	10	3	0	47
	Through-Right		0			0	
	Right	898	1	0	410	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1545	1	780	637	1	340
	Through-Right		1			1	
	Right	15	0	15	43	0	43
	Left-Through-Right		0			0	
WESTBOUND	Left	367	1	367	1026	1	1026
	Left-Through		0			0	
	Through	576	1	289	1537	1	770
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		15	North-South:		48
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	374	2	206	1130	2	622
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	1	0	72	1	72
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2024	2	1012	815	2	408
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	126	0	126	136	0	136
	Left-Through		1			1	
	Through	500	1	500	1405	1	975
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		206	North-South:		622
		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):				C			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	127	1	127	111	1	111
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	36	0	36	61	0	61
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1828	3	609	788	3	263
	Through-Right		0			0	
	Right	1021	2	562	360	2	198
	Left-Through-Right		0			0	
WESTBOUND	Left	115	1	115	329	1	329
	Left-Through		0			0	
	Through	614	2	307	1568	2	784
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 127 East-West: 724 SUM: 851			North-South: 111 East-West: 784 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	193	1	106	292	1	161
	Left-Through		1			1	
	Through	313	0	438	258	0	304
	Through-Right		1			1	
	Right	125	0	125	46	0	46
	Left-Through-Right		0			0	
SOUTHBOUND	Left	90	1	90	169	1	169
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	177	1	0	565	1	450
	Left-Through-Right		0			0	
EASTBOUND	Left	519	1	519	231	1	231
	Left-Through		0			0	
	Through	1430	2	715	663	2	332
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	347	2	174	1026	2	513
	Through-Right		0			0	
	Right	345	1	300	294	1	210
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		528	North-South:		754
		East-West:		819	East-West:		744
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	17	1	17	23	1	23
	Left-Through		0			0	
	Through	1178	1	594	1101	1	557
	Through-Right		1			1	
	Right	9	0	9	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	488	1	447	473	1	414
	Through-Right		1			1	
	Right	853	1	0	770	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	501	2	276	704	2	387
	Left-Through		0			0	
	Through	1004	2	502	1124	2	562
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 594 East-West: 723 SUM: 1317			North-South: 557 East-West: 801 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:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

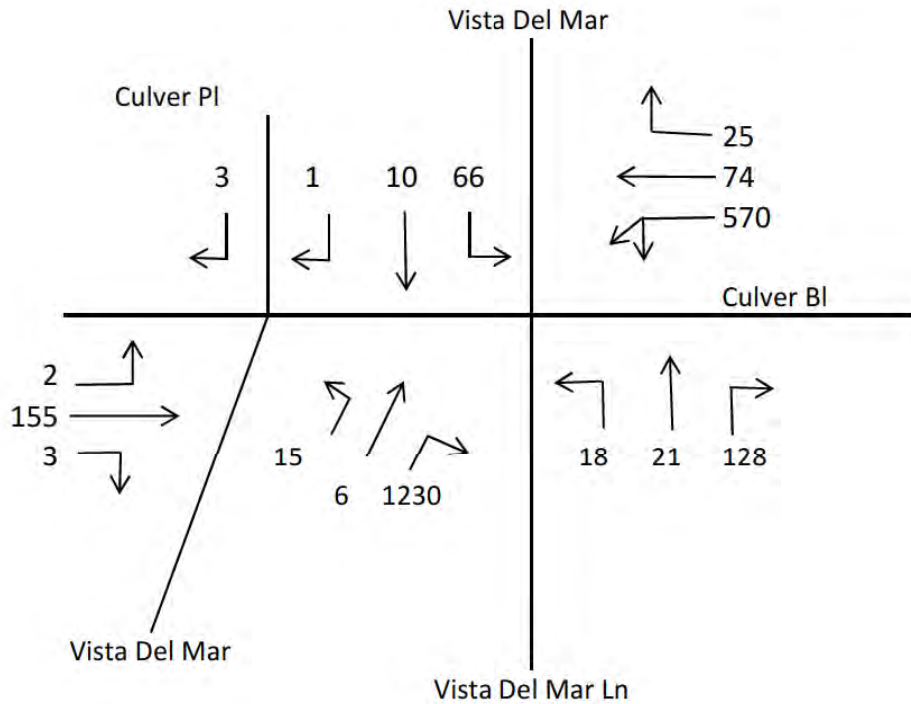
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Cumulative (2019) with Construction Activity
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	613	1	613	572	1	551
	Left-Through		1			1	
	Through	1418	1	709	1081	1	551
	Through-Right		0			0	
	Right	594	1	594	433	1	433
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	34	1	34	25	1	25
	Left-Through		0			0	
	Through	507	2	254	462	2	231
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	766	2	268	1288	2	448
	Through-Right		1			1	
	Right	39	0	39	56	0	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		709	North-South:		551
		East-West:		302	East-West:		473
		SUM:		1011	SUM:		1024
VOLUME/CAPACITY (V/C) RATIO:				0.709			0.719
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.619
LEVEL OF SERVICE (LOS):				B			B

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



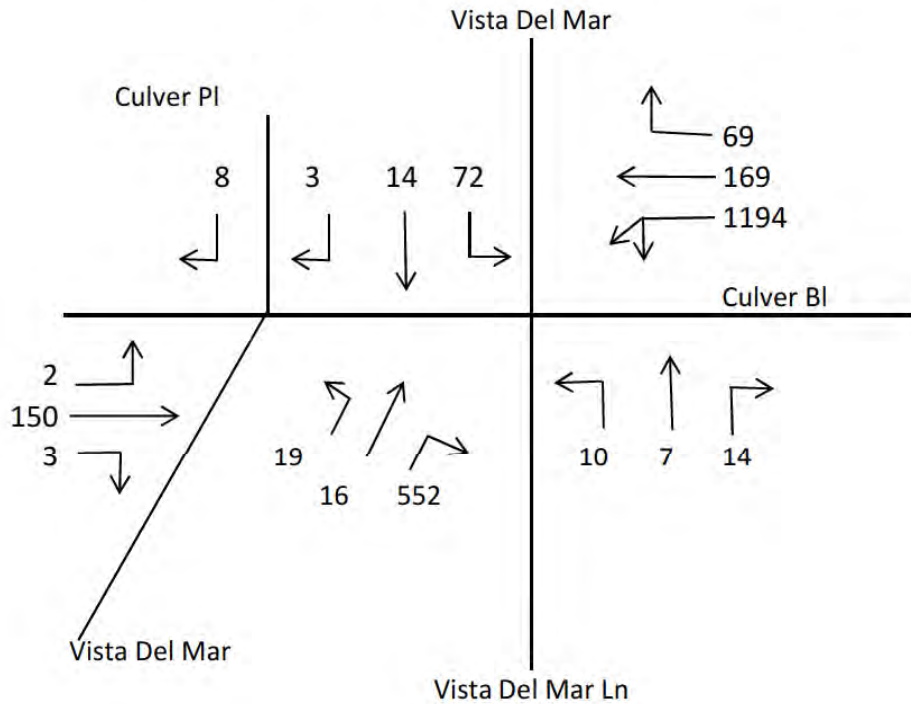
1. 570×0.55 or $(74 + 25)$
2. $(15 + 6 + 1230) \times 0.55$
3. $\frac{(2 + 155 + 3)}{2}$
4. $66 + (18 + 21 + 128)$ or $18 + (66 + 10 + 1)$

$$\text{Critical Volumes} = 314 + 688 + 80 + 233 = 1315$$

$$\begin{aligned} V/C &= \frac{1315}{1375} = \\ &= 0.956 - 0.10 = 0.856 \text{ LOS D} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
 CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALT1 - PROPOSED PROJECT)
 PM PEAK HOUR

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



1. 1194×0.55 or $(169 + 69)$
2. $(19 + 16 + 552) \times 0.55$
3. $\frac{(2 + 150 + 3)}{2}$
4. $72 + (10 + 7 + 14)$ or $10 + (72 + 14 + 3)$

$$\text{Critical Volumes} = 657 + 323 + 78 + 103 = 1161$$

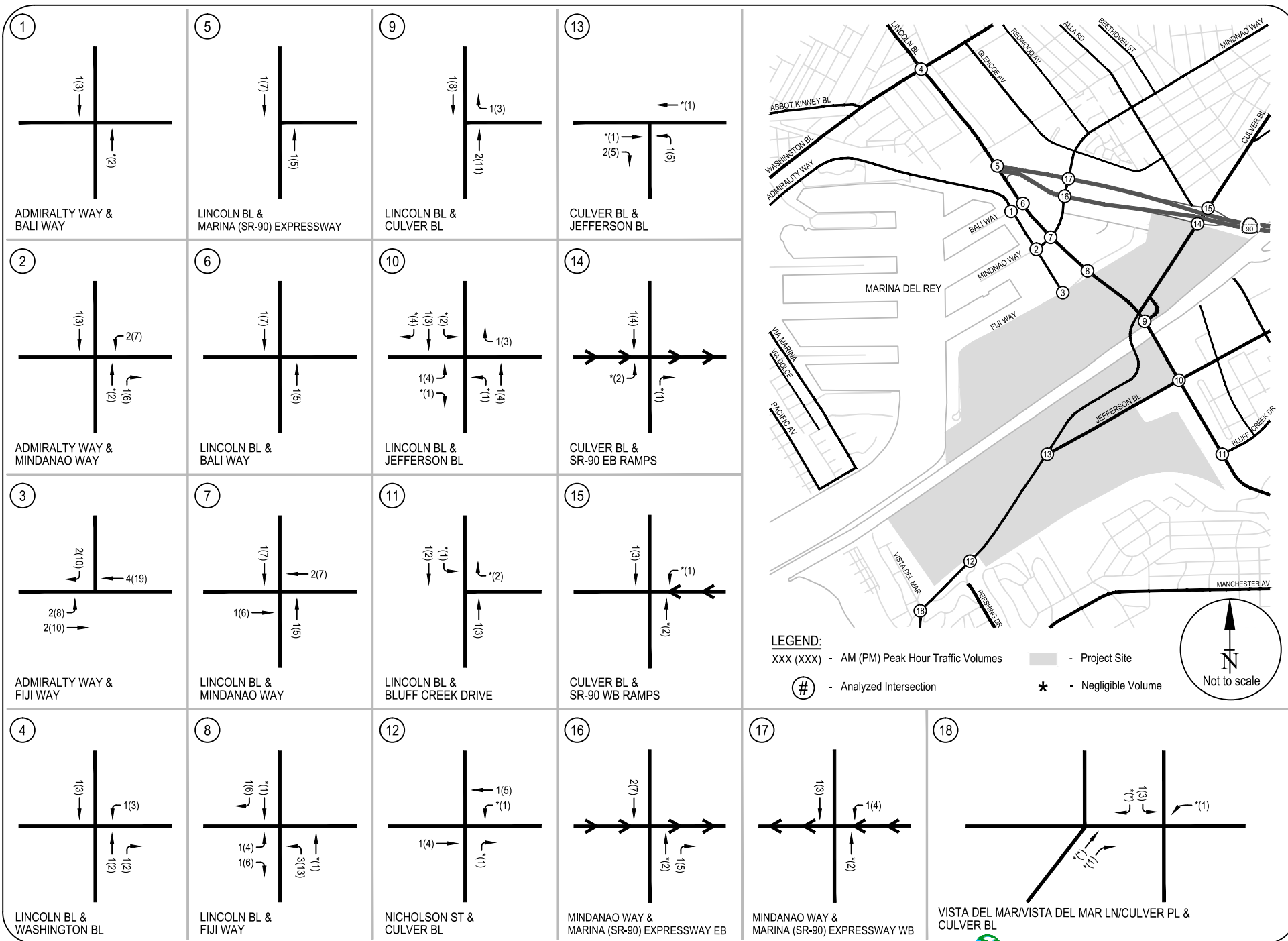
$$\begin{aligned} V/C &= \frac{1161}{1375} = \\ &= 0.844 - 0.10 = 0.744 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

APPENDIX I

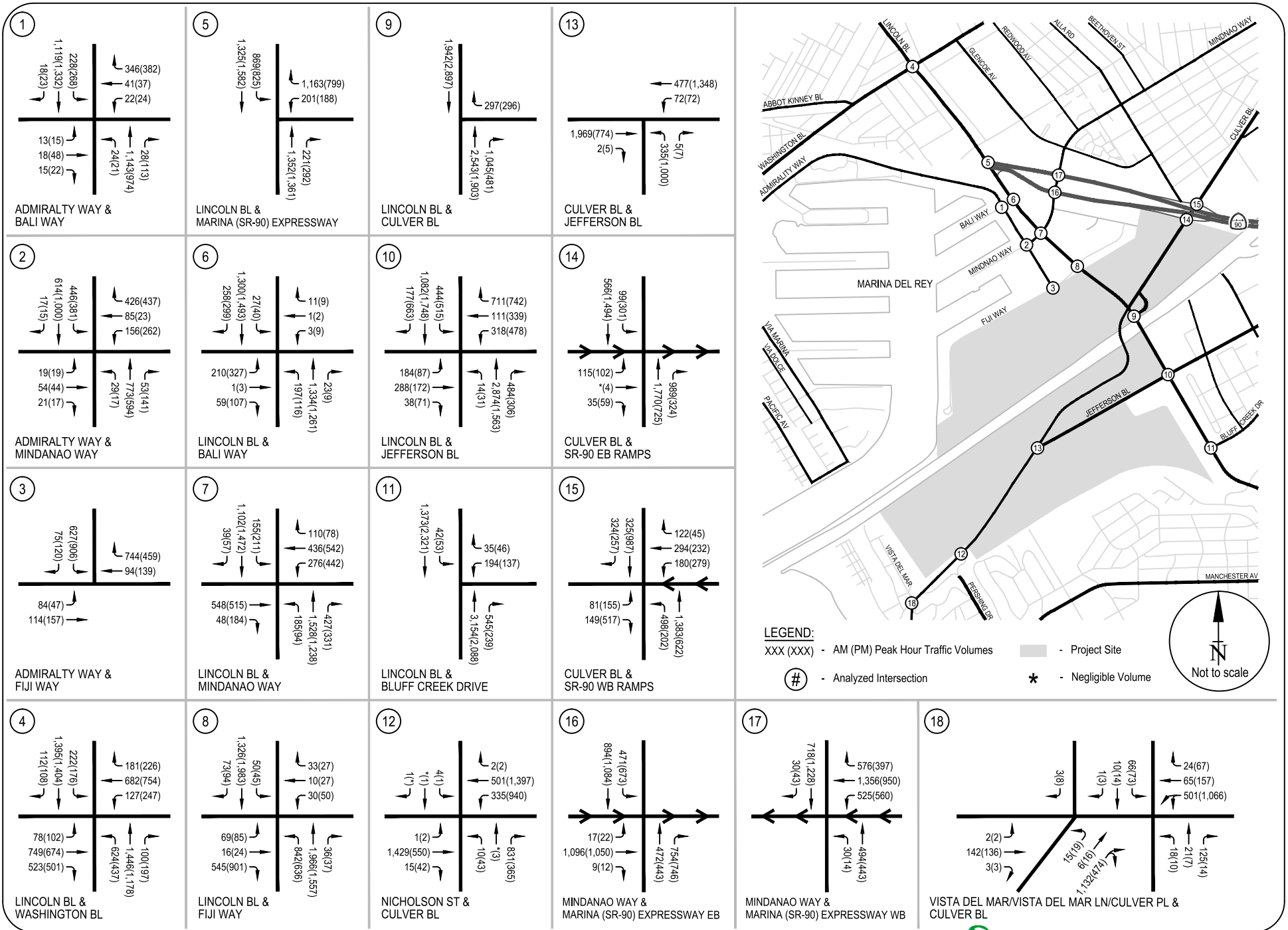
Level of Service Worksheets

Existing (2015) plus Project – Alternative 2 Conditions

Cumulative (2023) plus Project – Alternative 2 Conditions



APPENDIX I1 ALTERNATIVE 2 PROJECT ONLY - PEAK HOUR TRAFFIC VOLUMES H-302



APPENDIX I2

EXISTING (2015) PLUS PROJECT - ALTERNATIVE 2 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES
 H-303

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
Scenario: Existing (2015) Plus Project - Alternative 2 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

			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	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		24	1	24	21	1	21
	Left-Through			0			0	
	Through		1143	1	586	974	1	544
	Through-Right			1			1	
	Right		28	0	28	113	0	113
	Left-Through-Right			0			0	
SOUTHBOUND	Left		228	1	228	268	1	268
	Left-Through			0			0	
	Through		1119	1	569	1332	1	678
	Through-Right			1			1	
	Right		18	0	18	23	0	23
	Left-Through-Right			0			0	
EASTBOUND	Left		13	0	13	15	0	15
	Left-Through			1			1	
	Through		18	0	30	48	0	50
	Through-Right			1			1	
	Right		15	0	30	22	0	50
	Left-Through-Right			0			0	
WESTBOUND	Left		22	1	22	24	1	24
	Left-Through			0			0	
	Through		41	0	194	37	0	210
	Through-Right			1			1	
	Right		346	1	0	382	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South: 814			North-South: 812		
			East-West: 207			East-West: 225		
			SUM: 1021			SUM: 1037		
VOLUME/CAPACITY (V/C) RATIO:			0.716			0.728		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.628		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	17	1	17
	Left-Through		0			0	
	Through	773	1	413	594	1	368
	Through-Right		1			1	
	Right	53	0	53	141	0	141
	Left-Through-Right		0			0	
SOUTHBOUND	Left	446	1	446	381	1	381
	Left-Through		0			0	
	Through	614	1	316	1000	1	508
	Through-Right		1			1	
	Right	17	0	17	15	0	15
	Left-Through-Right		0			0	
EASTBOUND	Left	19	1	19	19	1	19
	Left-Through		0			0	
	Through	54	0	75	44	0	61
	Through-Right		1			1	
	Right	21	0	0	17	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	156	1	121	262	1	143
	Left-Through		1			1	
	Through	85	0	121	23	0	143
	Through-Right		0			0	
	Right	426	1	0	437	1	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		859	North-South:		749
		East-West:		196	East-West:		204
		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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	627	2	345	906	2	498
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	75	1	33	120	1	97
	Left-Through-Right		0			0	
EASTBOUND	Left	84	1	84	47	1	47
	Left-Through		0			0	
	Through	114	2	57	157	2	79
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	94	1	94	139	1	139
	Through-Right		0			0	
	Right	744	1	399	459	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 345 East-West: 483 SUM: 828			North-South: 498 East-West: 186 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	624	2	343	437	2	240
	Left-Through		0			0	
	Through	1446	2	515	1178	2	458
	Through-Right		1			1	
	Right	100	0	100	197	0	197
	Left-Through-Right		0			0	
SOUTHBOUND	Left	222	2	122	176	2	97
	Left-Through		0			0	
	Through	1395	2	502	1404	2	504
	Through-Right		1			1	
	Right	112	0	112	108	0	108
	Left-Through-Right		0			0	
EASTBOUND	Left	78	2	43	102	2	56
	Left-Through		0			0	
	Through	749	2	375	674	2	337
	Through-Right		0			0	
	Right	523	1	180	501	1	261
	Left-Through-Right		0			0	
WESTBOUND	Left	127	2	70	247	2	136
	Left-Through		0			0	
	Through	682	2	341	754	2	377
	Through-Right		0			0	
	Right	181	1	59	226	1	129
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		845	North-South:		744
		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			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 5

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

		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	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1352	2	524	1361	2	551
	Through-Right		1			1	
	Right	221	0	221	292	0	292
	Left-Through-Right		0			0	
SOUTHBOUND	Left	869	2	478	825	2	454
	Left-Through		0			0	
	Through	1325	3	442	1582	3	527
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	201	2	111	188	2	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1163	2	162	799	2	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1002		North-South: 1005			
		East-West: 162		East-West: 103			
		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):		C		B			

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	116	1	116
	Left-Through		0			0	
	Through	1334	2	452	1261	2	423
	Through-Right		1			1	
	Right	23	0	23	9	0	9
	Left-Through-Right		0			0	
SOUTHBOUND	Left	27	1	27	40	1	40
	Left-Through		0			0	
	Through	1300	2	519	1493	2	597
	Through-Right		1			1	
	Right	258	0	258	299	0	299
	Left-Through-Right		0			0	
EASTBOUND	Left	210	1	106	327	1	165
	Left-Through		1			1	
	Through	1	0	106	3	0	165
	Through-Right		0			0	
	Right	59	1	0	107	1	49
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	9	0	9
	Left-Through		0			0	
	Through	1	0	15	2	0	20
	Through-Right		0			0	
	Right	11	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 716 East-West: 121 SUM: 837			North-South: 713 East-West: 185 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	94	1	94
	Left-Through		0			0	
	Through	1528	3	509	1238	3	413
	Through-Right		0			0	
	Right	427	1	275	331	1	88
	Left-Through-Right		0			0	
SOUTHBOUND	Left	155	1	155	211	1	211
	Left-Through		0			0	
	Through	1102	2	380	1472	2	510
	Through-Right		1			1	
	Right	39	0	39	57	0	57
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	548	1	298	515	1	350
	Through-Right		1			1	
	Right	48	0	48	184	0	184
	Left-Through-Right		0			0	
WESTBOUND	Left	276	2	152	442	2	243
	Left-Through		0			0	
	Through	436	1	273	542	1	310
	Through-Right		1			1	
	Right	110	0	110	78	0	78
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 664 East-West: 450 SUM: 1114			North-South: 624 East-West: 593 SUM: 1217		
VOLUME/CAPACITY (V/C) RATIO:		0.810			0.885		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.710			0.785		
LEVEL OF SERVICE (LOS):		C			C		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	842	2	463	636	2	350
	Left-Through		0			0	
	Through	1966	2	667	1557	2	531
	Through-Right		1			1	
	Right	36	0	36	37	0	37
	Left-Through-Right		0			0	
SOUTHBOUND	Left	50	1	50	45	1	45
	Left-Through		0			0	
	Through	1326	2	466	1983	2	692
	Through-Right		1			1	
	Right	73	0	73	94	0	94
	Left-Through-Right		0			0	
EASTBOUND	Left	69	1	69	85	1	85
	Left-Through		0			0	
	Through	16	1	16	24	1	24
	Through-Right		0			0	
	Right	545	1	0	901	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	30	0	30	50	0	50
	Left-Through		1			1	
	Through	10	0	43	27	0	54
	Through-Right		1			1	
	Right	33	0	0	27	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		929	North-South:		1042
		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):				B			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2543	2	1196	1903	2	795
	Through-Right		1			1	
	Right	1045	0	1045	481	0	481
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1942	2	971	2897	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	297	2	163	296	2	163
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1196 East-West: 163 SUM: 1359			North-South: 795 East-West: 163 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		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14	31	1	31
	Left-Through		0			0	
	Through	2874	4	719	1563	4	391
	Through-Right		0			0	
	Right	484	1	309	306	1	43
	Left-Through-Right		0			0	
SOUTHBOUND	Left	444	2	244	515	2	283
	Left-Through		0			0	
	Through	1082	4	271	1748	4	437
	Through-Right		0			0	
	Right	177	1	0	663	1	576
	Left-Through-Right		0			0	
EASTBOUND	Left	184	1	184	87	1	87
	Left-Through		0			0	
	Through	288	2	109	172	2	81
	Through-Right		1			1	
	Right	38	0	38	71	0	71
	Left-Through-Right		0			0	
WESTBOUND	Left	318	2	175	478	2	263
	Left-Through		0			0	
	Through	111	2	56	339	2	170
	Through-Right		0			0	
	Right	711	2	147	742	2	125
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		963	North-South:		674
		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			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3154	4	789	2088	4	522
	Through-Right		0			0	
	Right	545	1	438	239	1	164
	Left-Through-Right		0			0	
SOUTHBOUND	Left	42	2	23	53	2	29
	Left-Through		0			0	
	Through	1373	4	343	2321	4	580
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	194	2	107	137	2	75
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	35	1	12	46	1	17
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		812	North-South:		580
		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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	43	0	43
	Left-Through		1			1	
	Through	0	0	10	3	0	46
	Through-Right		0			0	
	Right	831	1	0	365	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1429	1	722	550	1	296
	Through-Right		1			1	
	Right	15	0	15	42	0	42
	Left-Through-Right		0			0	
WESTBOUND	Left	335	1	335	940	1	940
	Left-Through		0			0	
	Through	501	1	252	1397	1	700
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 15			North-South: 47		
		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):		B			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	335	2	184	1000	2	550
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	1	5	7	1	7
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1969	2	985	774	2	387
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	72	0	72	72	0	72
	Left-Through		1			1	
	Through	477	1	455	1348	1	818
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 184 East-West: 1057 SUM: 1241			North-South: 550 East-West: 818 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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	115	1	115	102	1	102
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	35	0	35	59	0	59
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1770	3	590	725	3	242
	Through-Right		0			0	
	Right	989	2	544	324	2	178
	Left-Through-Right		0			0	
WESTBOUND	Left	99	1	99	301	1	301
	Left-Through		0			0	
	Through	566	2	283	1494	2	747
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 115 East-West: 689 SUM: 804			North-South: 102 East-West: 747 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	99	279	1	153
	Left-Through		1			1	
	Through	294	0	416	232	0	277
	Through-Right		1			1	
	Right	122	0	122	45	0	45
	Left-Through-Right		0			0	
SOUTHBOUND	Left	81	1	81	155	1	155
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	149	1	0	517	1	416
	Left-Through-Right		0			0	
EASTBOUND	Left	498	1	498	202	1	202
	Left-Through		0			0	
	Through	1383	2	692	622	2	311
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	325	2	163	987	2	494
	Through-Right		0			0	
	Right	324	1	284	257	1	180
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		497	North-South:		693
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	17	1	17	22	1	22
	Left-Through		0			0	
	Through	1096	1	553	1050	1	531
	Through-Right		1			1	
	Right	9	0	9	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	472	1	409	443	1	396
	Through-Right		1			1	
	Right	754	1	0	746	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	471	2	259	673	2	370
	Left-Through		0			0	
	Through	894	2	447	1084	2	542
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		553	North-South:		531
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

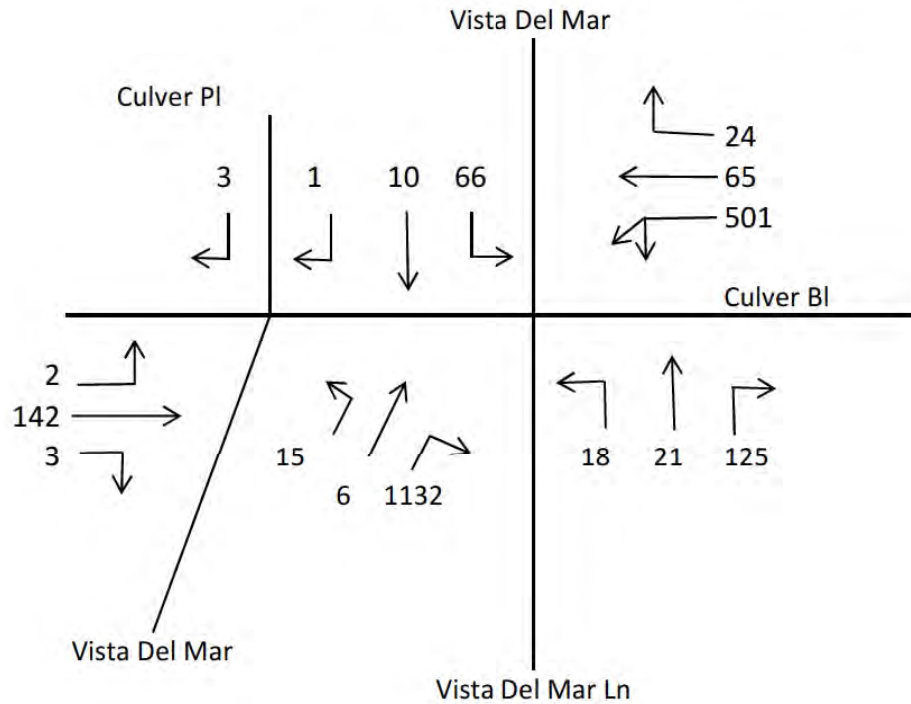
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Existing (2015) Plus Project - Alternative 2 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	525	1	525	560	1	503
	Left-Through		1			1	
	Through	1356	1	678	950	1	503
	Through-Right		0			0	
	Right	576	1	576	397	1	397
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	30	1	30	14	1	14
	Left-Through		0			0	
	Through	494	2	247	443	2	222
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	718	2	249	1228	2	424
	Through-Right		1			1	
	Right	30	0	30	43	0	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 678 East-West: 279 SUM: 957			North-South: 503 East-West: 438 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):		A			A		

REMARKS:

CMA METHODOLOGY
EXISTING (2015) PLUS PROJECT - ALT 2 CONDITIONS
AM PEAK HOUR

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



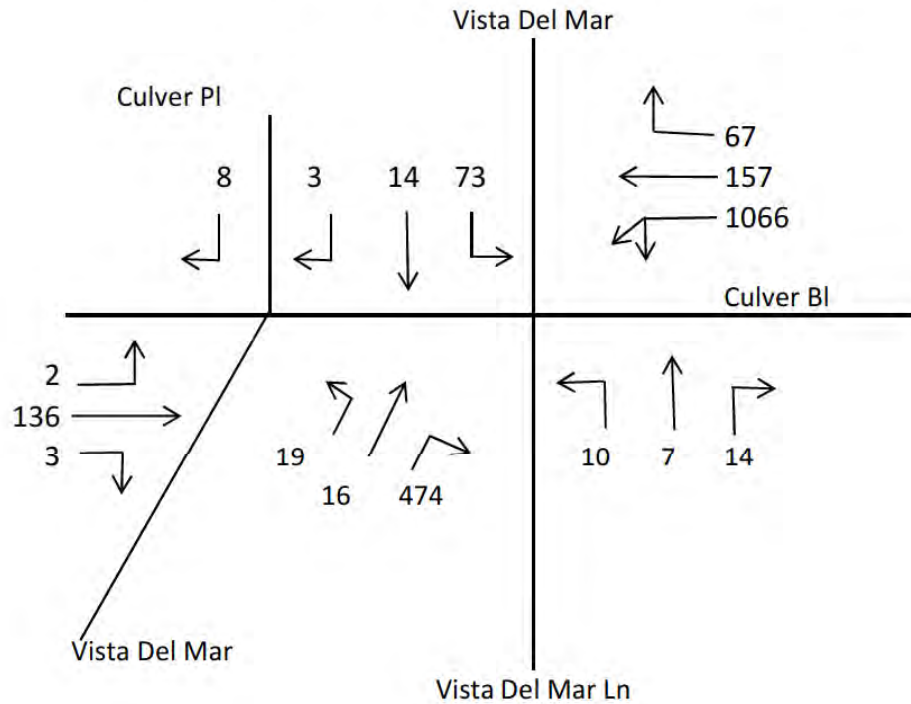
1. 501×0.55 or $(65 + 24)$
2. $(15 + 6 + 1132) \times 0.55$
3. $\frac{(2 + 142 + 3)}{2}$
4. $66 + (18 + 21 + 125)$ or $18 + (66 + 10 + 1)$

$$\text{Critical Volumes} = 276 + 634 + 74 + 230 = 1214$$

$$\begin{aligned} V/C &= \frac{1214}{1375} = \\ &= 0.883 - 0.10 = 0.783 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
EXISTING (2015) PLUS PROJECT - ALT 2 CONDITIONS
PM PEAK HOUR

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



1. 1066×0.55 or $(157 + 67)$
2. $(19 + 16 + 474) \times 0.55$
3. $\frac{(2 + 136 + 3)}{2}$
4. $73 + (10 + 7 + 14)$ or $10 + (73 + 14 + 3)$

$$\text{Critical Volumes} = 586 + 280 + 71 + 104 = 1041$$

$$\begin{aligned} V/C &= \frac{1041}{1375} = \\ &= 0.757 - 0.10 = 0.657 \text{ LOS B} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

			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	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		25	1	25	25	1	25
	Left-Through			0			0	
	Through		1213	1	621	1093	1	606
	Through-Right			1			1	
	Right		29	0	29	119	0	119
	Left-Through-Right			0			0	
SOUTHBOUND	Left		239	1	239	283	1	283
	Left-Through			0			0	
	Through		1233	1	626	1441	1	733
	Through-Right			1			1	
	Right		19	0	19	24	0	24
	Left-Through-Right			0			0	
EASTBOUND	Left		14	0	14	16	0	16
	Left-Through			1			1	
	Through		19	0	32	51	0	55
	Through-Right			1			1	
	Right		16	0	32	27	0	55
	Left-Through-Right			0			0	
WESTBOUND	Left		23	1	23	25	1	25
	Left-Through			0			0	
	Through		43	0	204	40	0	224
	Through-Right			1			1	
	Right		364	1	0	407	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South: 860			North-South: 889		
			East-West: 218			East-West: 240		
			SUM: 1078			SUM: 1129		
VOLUME/CAPACITY (V/C) RATIO:			0.756			0.792		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.692		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			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
NORTHBOUND	Left	30	1	30	18	1	18
	Left-Through		0			0	
	Through	821	1	438	688	1	418
	Through-Right		1			1	
	Right	55	0	55	148	0	148
	Left-Through-Right		0			0	
SOUTHBOUND	Left	470	1	470	406	1	406
	Left-Through		0			0	
	Through	702	1	360	1090	1	553
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
EASTBOUND	Left	20	1	20	20	1	20
	Left-Through		0			0	
	Through	57	0	79	46	0	68
	Through-Right		1			1	
	Right	22	0	0	22	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	163	1	126	275	1	150
	Left-Through		1			1	
	Through	89	0	126	24	0	150
	Through-Right		0			0	
	Right	451	1	0	467	1	61
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 908 East-West: 205 SUM: 1113			North-South: 824 East-West: 218 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):		C			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2025

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			AM PEAK HOUR			PM PEAK HOUR		

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	665	2	366	499	2	274
	Left-Through		0			0	
	Through	1619	2	578	1411	2	545
	Through-Right		1			1	
	Right	115	0	115	225	0	225
	Left-Through-Right		0			0	
SOUTHBOUND	Left	264	2	145	223	2	123
	Left-Through		0			0	
	Through	1613	2	578	1591	2	571
	Through-Right		1			1	
	Right	122	0	122	123	0	123
	Left-Through-Right		0			0	
EASTBOUND	Left	89	2	49	113	2	62
	Left-Through		0			0	
	Through	810	2	405	742	2	371
	Through-Right		0			0	
	Right	587	1	221	548	1	274
	Left-Through-Right		0			0	
WESTBOUND	Left	141	2	78	278	2	153
	Left-Through		0			0	
	Through	730	2	365	831	2	416
	Through-Right		0			0	
	Right	198	1	53	268	1	145
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 944 East-West: 483 SUM: 1427			North-South: 845 East-West: 524 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):		E			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 5

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1524	2	585	1632	2	646
	Through-Right		1			1	
	Right	231	0	231	307	0	307
	Left-Through-Right		0			0	
SOUTHBOUND	Left	1005	2	553	919	2	505
	Left-Through		0			0	
	Through	1569	3	523	1828	3	609
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	223	2	123	237	2	130
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1251	2	135	946	2	15
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1138	North-South:		1151
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			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
NORTHBOUND	Left	207	1	207	126	1	126
	Left-Through		0			0	
	Through	1493	2	506	1510	2	508
	Through-Right		1			1	
	Right	24	0	24	13	0	13
	Left-Through-Right		0			0	
SOUTHBOUND	Left	40	1	40	59	1	59
	Left-Through		0			0	
	Through	1553	2	608	1738	2	685
	Through-Right		1			1	
	Right	272	0	272	317	0	317
	Left-Through-Right		0			0	
EASTBOUND	Left	220	1	111	344	1	174
	Left-Through		1			1	
	Through	1	0	111	3	0	174
	Through-Right		0			0	
	Right	62	1	0	114	1	51
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	15	0	15
	Left-Through		0			0	
	Through	1	0	16	2	0	26
	Through-Right		0			0	
	Right	12	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 815 East-West: 127 SUM: 942			North-South: 811 East-West: 200 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):		A			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	195	101	1	101
	Left-Through		0			0	
	Through	1697	3	566	1494	3	498
	Through-Right		0			0	
	Right	451	1	288	368	1	106
	Left-Through-Right		0			0	
SOUTHBOUND	Left	178	1	178	241	1	241
	Left-Through		0			0	
	Through	1327	2	456	1691	2	584
	Through-Right		1			1	
	Right	41	0	41	60	0	60
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	576	1	313	547	1	371
	Through-Right		1			1	
	Right	50	0	50	194	0	194
	Left-Through-Right		0			0	
WESTBOUND	Left	297	2	163	477	2	262
	Left-Through		0			0	
	Through	460	1	288	575	1	329
	Through-Right		1			1	
	Right	115	0	115	82	0	82
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		744	North-South:		739
		East-West:		476	East-West:		633
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	893	2	491	732	2	403
	Left-Through		0			0	
	Through	2160	2	733	1852	2	630
	Through-Right		1			1	
	Right	38	0	38	39	0	39
	Left-Through-Right		0			0	
SOUTHBOUND	Left	52	1	52	47	1	47
	Left-Through		0			0	
	Through	1571	2	549	2241	2	780
	Through-Right		1			1	
	Right	76	0	76	99	0	99
	Left-Through-Right		0			0	
EASTBOUND	Left	72	1	72	89	1	89
	Left-Through		0			0	
	Through	17	1	17	25	1	25
	Through-Right		0			0	
	Right	629	1	0	995	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	53	0	53
	Left-Through		1			1	
	Through	10	0	45	28	0	56
	Through-Right		1			1	
	Right	35	0	0	28	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1040	North-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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2776	2	1294	2279	2	939
	Through-Right		1			1	
	Right	1107	0	1107	539	0	539
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2274	2	1137	3250	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	311	2	171	311	2	171
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1294 East-West: 171 SUM: 1465			North-South: 939 East-West: 171 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			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	42	1	42
	Left-Through		0			0	
	Through	3043	4	761	1793	4	448
	Through-Right		0			0	
	Right	645	1	436	361	1	29
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	550	2	303	679	2	373
	Through	1286	4	322	1899	4	475
	Through-Right		0			0	
	Right	195	1	0	708	1	604
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	199	1	199	104	1	104
	Through	410	2	153	261	2	117
	Through-Right		1			1	
	Right	50	0	50	89	0	89
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	380	2	209	603	2	332
	Through	180	2	90	498	2	249
	Through-Right		0			0	
	Right	833	2	155	965	2	158
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1064	North-South:		821
		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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3469	4	867	2321	4	580
	Through-Right		0			0	
	Right	802	1	613	397	1	142
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	146	2	80	68	2	37
	Through	1545	4	386	2604	4	651
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	343	2	189	463	2	255
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	45	1	0	80	1	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		947	North-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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	45	0	45
	Left-Through		1			1	
	Through	0	0	10	3	0	48
	Through-Right		0			0	
	Right	916	1	0	421	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1577	1	797	656	1	350
	Through-Right		1			1	
	Right	16	0	16	44	0	44
	Left-Through-Right		0			0	
WESTBOUND	Left	375	1	375	1051	1	1051
	Left-Through		0			0	
	Through	589	1	296	1578	1	790
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		15	North-South:		49
		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):				C			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	383	2	211	1160	2	638
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	1	0	55	1	55
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2071	2	1036	836	2	418
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	127	0	127	138	0	138
	Left-Through		1			1	
	Through	511	1	511	1440	1	996
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		211	North-South:		638
		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):				D			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			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
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	129	1	129	114	1	114
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	37	0	37	62	0	62
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1867	3	622	795	3	265
	Through-Right		0			0	
	Right	1043	2	574	364	2	200
	Left-Through-Right		0			0	
WESTBOUND	Left	118	1	118	337	1	337
	Left-Through		0			0	
	Through	619	2	310	1609	2	805
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 129 East-West: 740 SUM: 869			North-South: 114 East-West: 805 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 - Alternative 2 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	105	300	1	165
	Left-Through		1			1	
	Through	320	0	448	264	0	311
	Through-Right		1			1	
	Right	128	0	128	47	0	47
	Left-Through-Right		0			0	
SOUTHBOUND	Left	92	1	92	173	1	173
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	181	1	0	579	1	465
	Left-Through-Right		0			0	
EASTBOUND	Left	530	1	530	228	1	228
	Left-Through		0			0	
	Through	1462	2	731	678	2	339
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	353	2	177	1055	2	528
	Through-Right		0			0	
	Right	352	1	306	300	1	214
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		540	North-South:		776
		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):				D			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	18	1	18	23	1	23
	Left-Through		0			0	
	Through	1204	1	607	1129	1	571
	Through-Right		1			1	
	Right	9	0	9	13	0	13
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	499	1	432	487	1	427
	Through-Right		1			1	
	Right	797	1	0	793	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	512	2	282	722	2	397
	Left-Through		0			0	
	Through	947	2	474	1157	2	579
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 607 East-West: 714 SUM: 1321			North-South: 571 East-West: 824 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		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

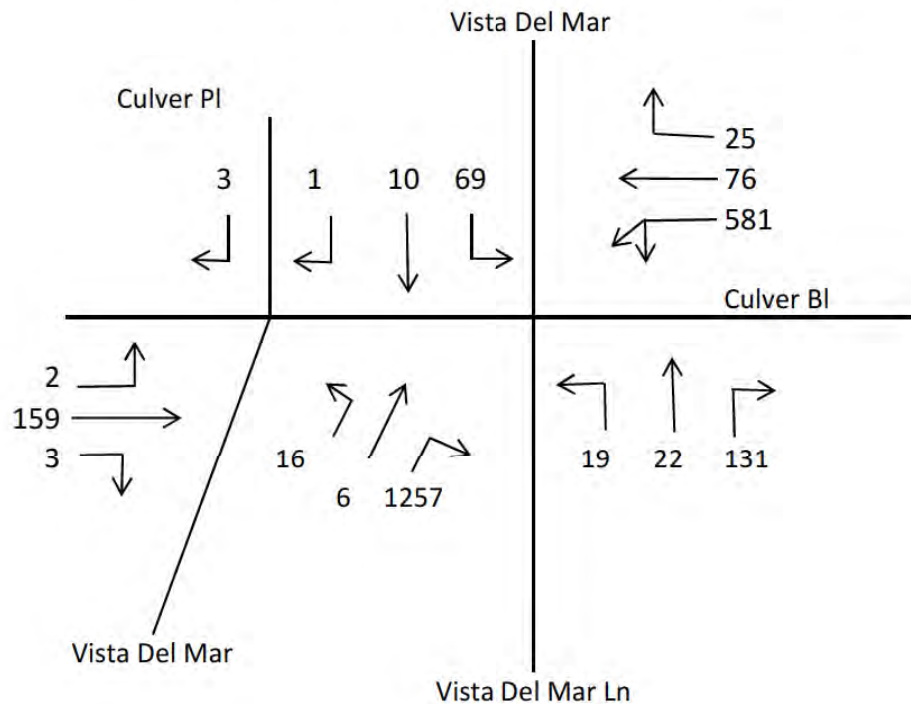
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Cumulative (2023) Plus Project - Alternative 2 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	549	1	549	589	1	563
	Left-Through		1			1	
	Through	1449	1	725	1099	1	563
	Through-Right		0			0	
	Right	608	1	608	443	1	443
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	34	1	34	26	1	26
	Left-Through		0			0	
	Through	519	2	260	476	2	238
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	782	2	274	1323	2	460
	Through-Right		1			1	
	Right	39	0	39	57	0	57
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		725	North-South:		563
		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):				B			B

REMARKS:

CMA METHODOLOGY
CUMULATIVE (2023) PLUS PROJECT - ALT 2 CONDITIONS
AM PEAK HOUR

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



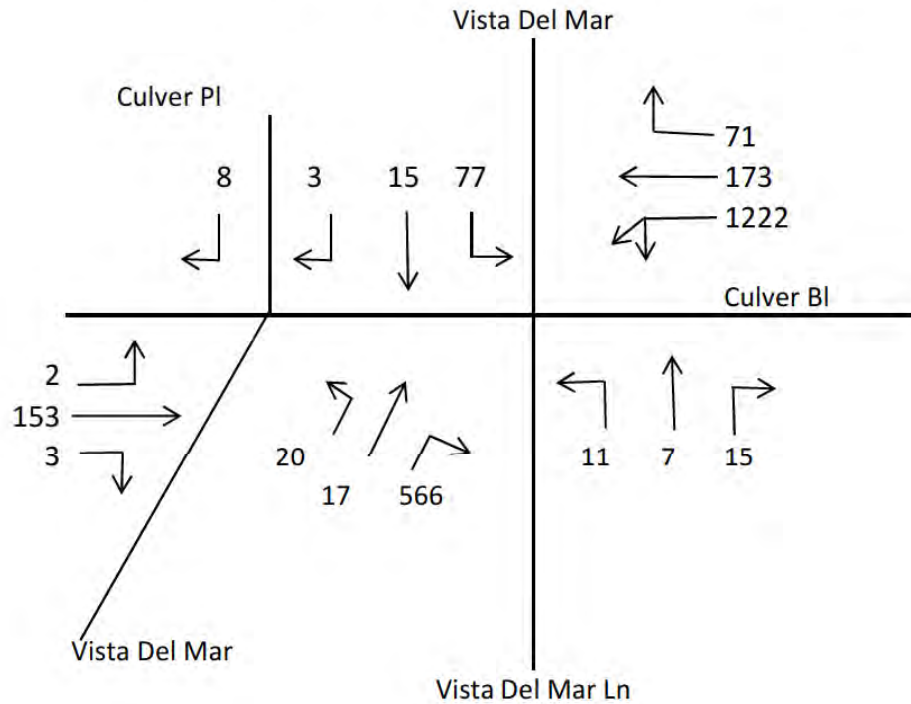
1. 581×0.55 or $(76 + 25)$
2. $(16 + 6 + 1257) \times 0.55$
3. $\frac{(2 + 159 + 3)}{2}$
4. $69 + (19 + 22 + 131)$ or $19 + (69 + 10 + 1)$

$$\text{Critical Volumes} = 320 + 703 + 82 + 241 = 1346$$

$$\begin{aligned} V/C &= \frac{1346}{1375} = \\ &= 0.979 - 0.10 = 0.879 \text{ LOS D} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
CUMULATIVE (2023) PLUS PROJECT - ALT 2 CONDITIONS
PM PEAK HOUR

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



1. 1222×0.55 or $(173 + 71)$
2. $(20 + 17 + 566) \times 0.55$
3. $\frac{(2 + 153 + 3)}{2}$
4. $77 + (11 + 7 + 15)$ or $11 + (77 + 15 + 3)$

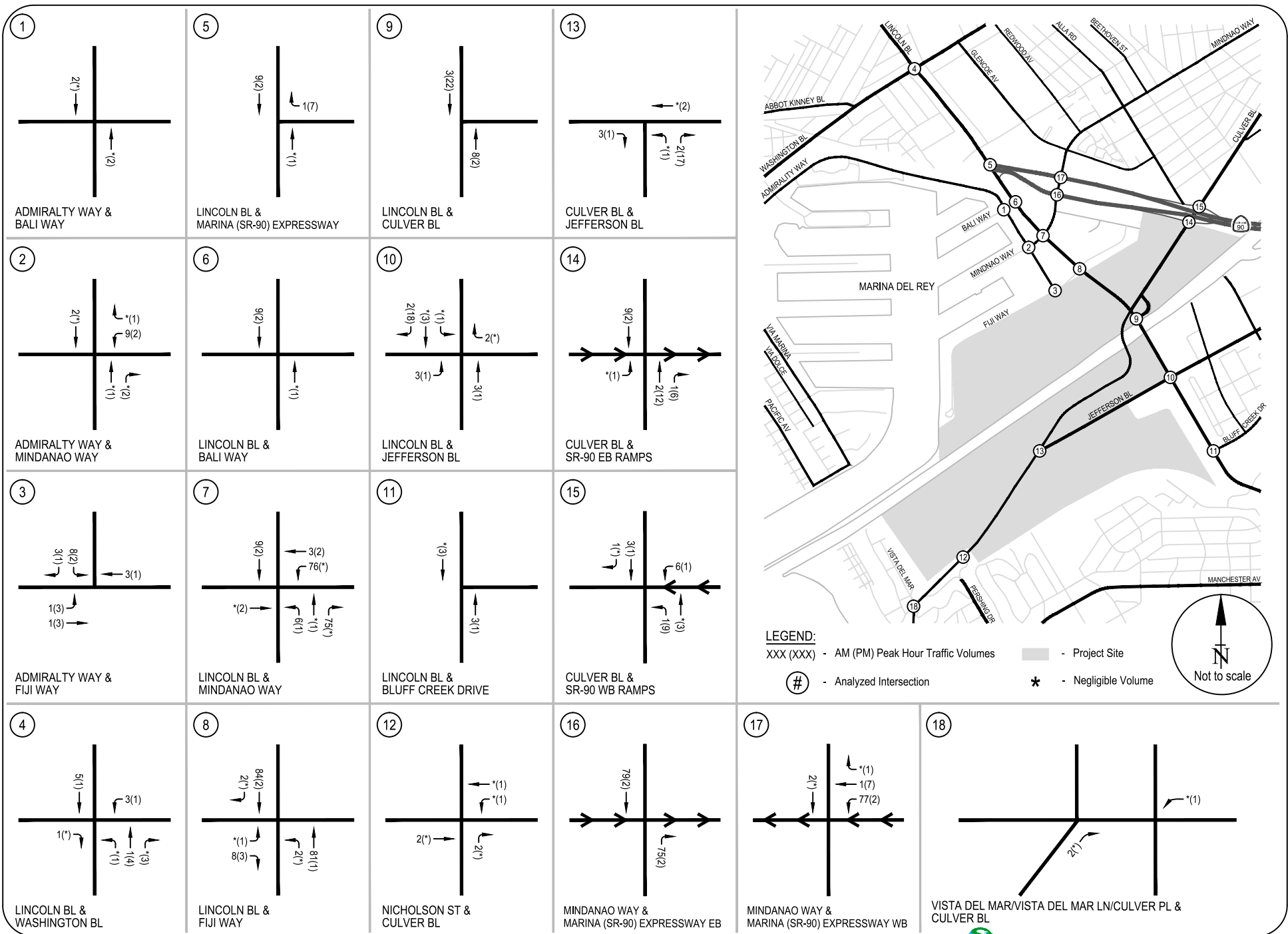
$$\text{Critical Volumes} = 672 + 332 + 79 + 110 = 1193$$

$$\begin{aligned} V/C &= \frac{1193}{1375} = \\ &= 0.868 - 0.10 = 0.768 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

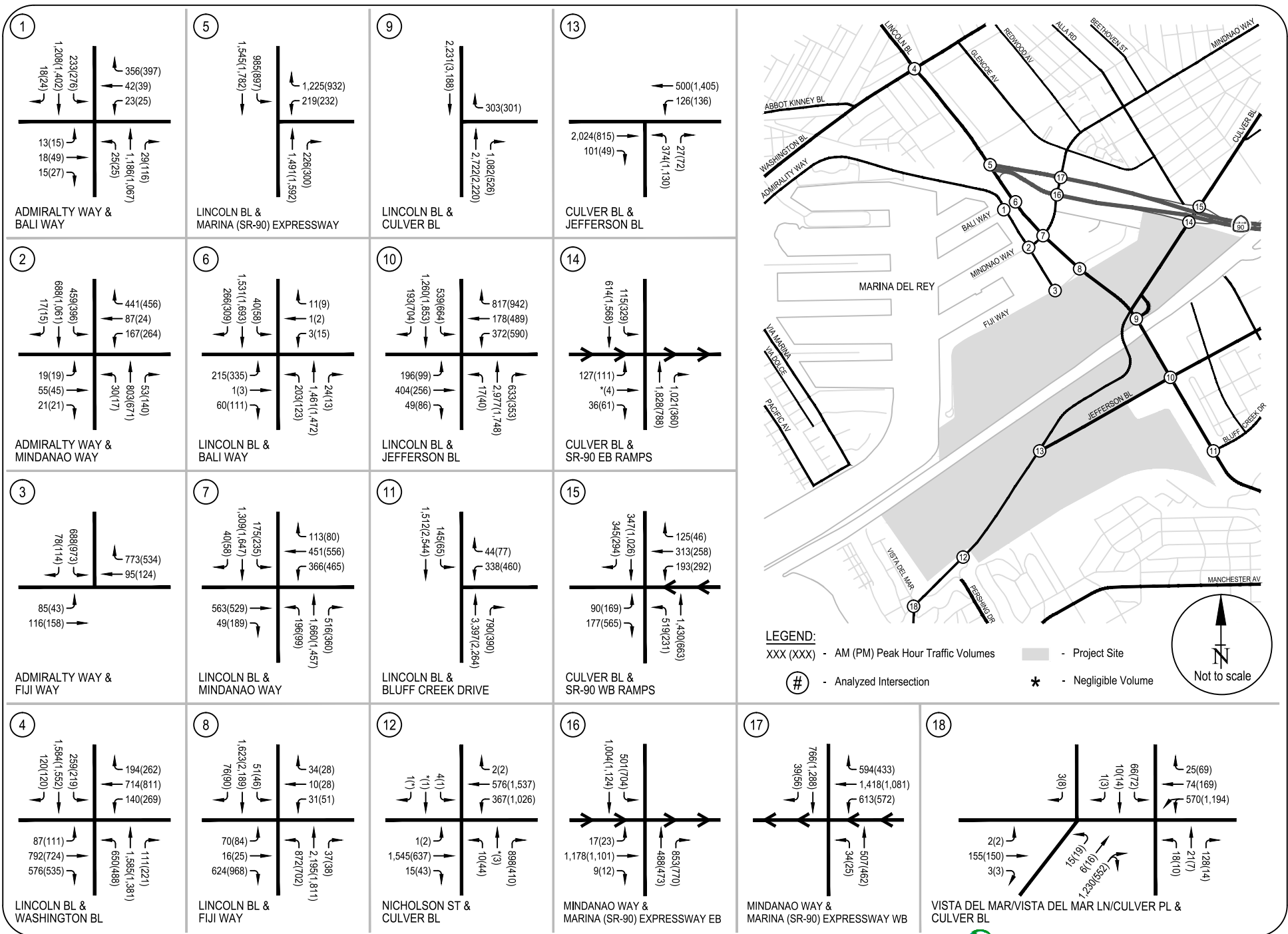
APPENDIX J

Level of Service Worksheets

Cumulative (2019) with Project Construction Activity – Alternative 2 Conditions



APPENDIX J1
 ALTERNATIVE 2 CONSTRUCTION ACTIVITY TRIPS - PEAK HOUR TRAFFIC VOLUMES
 H-344



APPENDIX J2
 CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY - ALTERNATIVE 2
 PEAK HOUR TRAFFIC VOLUMES

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2
Count Date: **Analyst:** RA **Date:** 6/17/2015

			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	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		25	1	25	25	1	25
	Left-Through			0			0	
	Through		1186	1	608	1067	1	592
	Through-Right			1			1	
	Right		29	0	29	116	0	116
	Left-Through-Right			0			0	
SOUTHBOUND	Left		233	1	233	276	1	276
	Left-Through			0			0	
	Through		1208	1	613	1402	1	713
	Through-Right			1			1	
	Right		18	0	18	24	0	24
	Left-Through-Right			0			0	
EASTBOUND	Left		13	0	13	15	0	15
	Left-Through			1			1	
	Through		18	0	30	49	0	53
	Through-Right			1			1	
	Right		15	0	30	27	0	53
	Left-Through-Right			0			0	
WESTBOUND	Left		23	1	23	25	1	25
	Left-Through			0			0	
	Through		42	0	199	39	0	218
	Through-Right			1			1	
	Right		356	1	0	397	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South: 841			North-South: 868		
			East-West: 212			East-West: 233		
			SUM: 1053			SUM: 1101		
VOLUME/CAPACITY (V/C) RATIO:			0.739			0.773		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.639			0.673		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	17	1	17
	Left-Through		0			0	
	Through	803	1	428	671	1	406
	Through-Right		1			1	
	Right	53	0	53	140	0	140
	Left-Through-Right		0			0	
SOUTHBOUND	Left	459	1	459	396	1	396
	Left-Through		0			0	
	Through	688	1	353	1061	1	538
	Through-Right		1			1	
	Right	17	0	17	15	0	15
	Left-Through-Right		0			0	
EASTBOUND	Left	19	1	19	19	1	19
	Left-Through		0			0	
	Through	55	0	76	45	0	66
	Through-Right		1			1	
	Right	21	0	0	21	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	167	1	127	264	1	144
	Left-Through		1			1	
	Through	87	0	127	24	0	144
	Through-Right		0			0	
	Right	441	1	0	456	1	60
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 887 East-West: 203 SUM: 1090			North-South: 802 East-West: 210 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):		B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		3			3		
		2			2		
		0			0		
		0			0		
		3			3		
		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	688	2	378	973	2	535
	Left-Through		0			0	
	Through	20	0	0	0	0	0
	Through-Right		0			0	
	Right	78	1	36	114	1	93
	Left-Through-Right		0			0	
EASTBOUND	Left	85	1	85	43	1	43
	Left-Through		0			0	
	Through	116	2	58	158	2	79
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	95	1	95	124	1	124
	Through-Right		0			0	
	Right	773	1	395	534	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 378			North-South: 535		
		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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	650	2	358	488	2	268
	Left-Through		0			0	
	Through	1585	2	565	1381	2	534
	Through-Right		1			1	
	Right	111	0	111	221	0	221
	Left-Through-Right		0			0	
SOUTHBOUND	Left	259	2	142	219	2	120
	Left-Through		0			0	
	Through	1584	2	568	1552	2	557
	Through-Right		1			1	
	Right	120	0	120	120	0	120
	Left-Through-Right		0			0	
EASTBOUND	Left	87	2	48	111	2	61
	Left-Through		0			0	
	Through	792	2	396	724	2	362
	Through-Right		0			0	
	Right	576	1	218	535	1	267
	Left-Through-Right		0			0	
WESTBOUND	Left	140	2	77	269	2	148
	Left-Through		0			0	
	Through	714	2	357	811	2	406
	Through-Right		0			0	
	Right	194	1	52	262	1	142
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		926	North-South:		825
		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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 5

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1491	2	572	1592	2	631
	Through-Right		1			1	
	Right	226	0	226	300	0	300
	Left-Through-Right		0			0	
SOUTHBOUND	Left	985	2	542	897	2	493
	Left-Through		0			0	
	Through	1545	3	515	1782	3	594
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	219	2	120	232	2	128
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1225	2	132	932	2	20
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1114	North-South:		1124
		East-West:		132	East-West:		128
		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):				C			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	203	1	203	123	1	123
	Left-Through		0			0	
	Through	1461	2	495	1472	2	495
	Through-Right		1			1	
	Right	24	0	24	13	0	13
	Left-Through-Right		0			0	
SOUTHBOUND	Left	40	1	40	58	1	58
	Left-Through		0			0	
	Through	1531	2	599	1693	2	667
	Through-Right		1			1	
	Right	266	0	266	309	0	309
	Left-Through-Right		0			0	
EASTBOUND	Left	215	1	108	335	1	169
	Left-Through		1			1	
	Through	1	0	108	3	0	169
	Through-Right		0			0	
	Right	60	1	0	111	1	50
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	15	0	15
	Left-Through		0			0	
	Through	1	0	15	2	0	26
	Through-Right		0			0	
	Right	11	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 802			North-South: 790		
		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):		A			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	1	196	99	1	99
	Left-Through		0			0	
	Through	1660	3	553	1457	3	486
	Through-Right		0			0	
	Right	516	1	315	360	1	104
	Left-Through-Right		0			0	
SOUTHBOUND	Left	175	1	175	235	1	235
	Left-Through		0			0	
	Through	1309	2	450	1647	2	568
	Through-Right		1			1	
	Right	40	0	40	58	0	58
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	563	1	306	529	1	359
	Through-Right		1			1	
	Right	49	0	49	189	0	189
	Left-Through-Right		0			0	
WESTBOUND	Left	366	2	201	465	2	256
	Left-Through		0			0	
	Through	451	1	282	556	1	318
	Through-Right		1			1	
	Right	113	0	113	80	0	80
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 728			North-South: 721		
		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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	872	2	480	702	2	386
	Left-Through		0			0	
	Through	2195	2	744	1811	2	616
	Through-Right		1			1	
	Right	37	0	37	38	0	38
	Left-Through-Right		0			0	
SOUTHBOUND	Left	51	1	51	46	1	46
	Left-Through		0			0	
	Through	1623	2	566	2189	2	760
	Through-Right		1			1	
	Right	76	0	76	90	0	90
	Left-Through-Right		0			0	
EASTBOUND	Left	70	1	70	84	1	84
	Left-Through		0			0	
	Through	16	1	16	25	1	25
	Through-Right		0			0	
	Right	624	1	0	968	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	51	0	51
	Left-Through		1			1	
	Through	10	0	44	28	0	56
	Through-Right		1			1	
	Right	34	0	0	28	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 1046 East-West: 114 SUM: 1160			North-South: 1146 East-West: 140 SUM: 1286
VOLUME/CAPACITY (V/C) RATIO:				0.814			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.802
LEVEL OF SERVICE (LOS):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2722	2	1268	2220	2	915
	Through-Right		1			1	
	Right	1082	0	1082	526	0	526
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2231	2	1116	3188	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	303	2	167	301	2	166
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1268 East-West: 167 SUM: 1435			North-South: 915 East-West: 166 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			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	40	1	40
	Left-Through		0			0	
	Through	2977	4	744	1748	4	437
	Through-Right		0			0	
	Right	633	1	428	353	1	28
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	539	2	296	664	2	365
	Through	1260	4	315	1853	4	463
	Through-Right		0			0	
	Right	193	1	0	704	1	605
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	196	1	196	99	1	99
	Through	404	2	151	256	2	114
	Through-Right		1			1	
	Right	49	0	49	86	0	86
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	372	2	205	590	2	325
	Through	178	2	89	489	2	245
	Through-Right		0			0	
	Right	817	2	153	942	2	153
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1040	North-South:		802
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 2
 Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3397	4	849	2264	4	566
	Through-Right		0			0	
	Right	790	1	604	390	1	137
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	145	2	80	65	2	36
	Through	1512	4	378	2544	4	636
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	338	2	186	460	2	253
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	44	1	0	77	1	41
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		929	North-South:		636
		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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 2
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	44	0	44
	Left-Through		1			1	
	Through	0	0	10	3	0	47
	Through-Right		0			0	
	Right	898	1	0	410	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1545	1	780	637	1	340
	Through-Right		1			1	
	Right	15	0	15	43	0	43
	Left-Through-Right		0			0	
WESTBOUND	Left	367	1	367	1026	1	1026
	Left-Through		0			0	
	Through	576	1	289	1537	1	770
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 15 East-West: 1147 SUM: 1162			North-South: 48 East-West: 1366 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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	374	2	206	1130	2	622
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	1	0	72	1	72
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2024	2	1012	815	2	408
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	126	0	126	136	0	136
	Left-Through		1			1	
	Through	500	1	500	1405	1	975
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 206 East-West: 1138 SUM: 1344			North-South: 622 East-West: 975 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):		C			E		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2015

		AM PEAK HOUR			PM 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		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	127	1	127	111	1	111
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	36	0	36	61	0	61
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1828	3	609	788	3	263
	Through-Right		0			0	
	Right	1021	2	562	360	2	198
	Left-Through-Right		0			0	
WESTBOUND	Left	115	1	115	329	1	329
	Left-Through		0			0	
	Through	614	2	307	1568	2	784
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES							
		North-South:		127	North-South:		111
		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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 2
 Count Date: Analyst: RA Date: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			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		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	193	1	106	292	1	161
	Left-Through		1			1	
	Through	313	0	438	258	0	304
	Through-Right		1			1	
	Right	125	0	125	46	0	46
	Left-Through-Right		0			0	
SOUTHBOUND	Left	90	1	90	169	1	169
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	177	1	0	565	1	450
	Left-Through-Right		0			0	
EASTBOUND	Left	519	1	519	231	1	231
	Left-Through		0			0	
	Through	1430	2	715	663	2	332
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	347	2	174	1026	2	513
	Through-Right		0			0	
	Right	345	1	300	294	1	210
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		528	North-South:		754
		East-West:		819	East-West:		744
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	17	1	17	23	1	23
	Left-Through		0			0	
	Through	1178	1	594	1101	1	557
	Through-Right		1			1	
	Right	9	0	9	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	488	1	447	473	1	414
	Through-Right		1			1	
	Right	853	1	0	770	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	501	2	276	704	2	387
	Left-Through		0			0	
	Through	1004	2	502	1124	2	562
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 594 East-West: 723 SUM: 1317			North-South: 557 East-West: 801 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:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

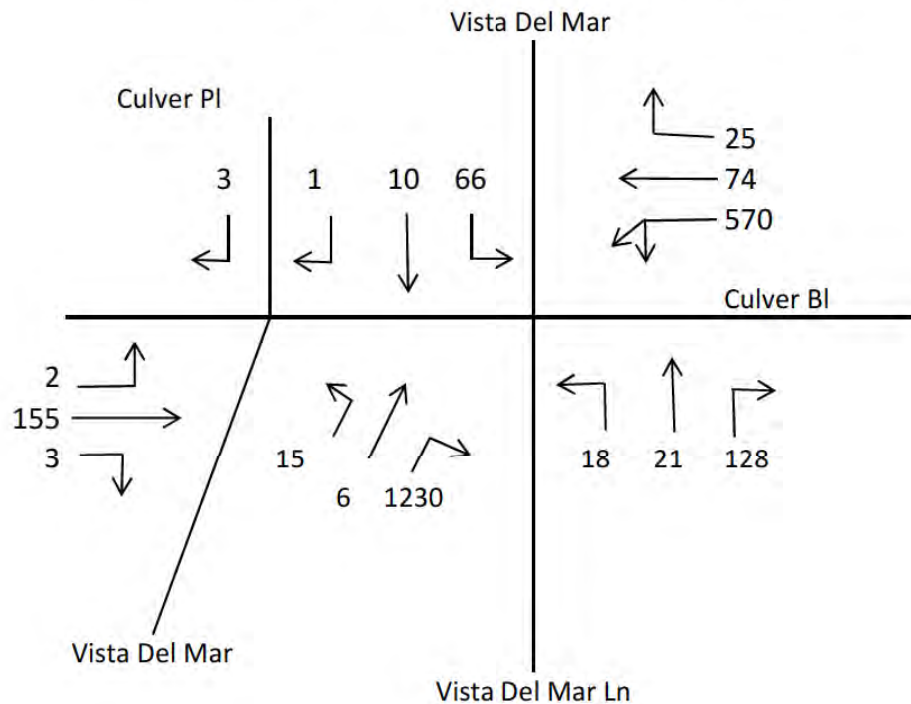
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 2
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	613	1	613	572	1	551
	Left-Through		1			1	
	Through	1418	1	709	1081	1	551
	Through-Right		0			0	
	Right	594	1	594	433	1	433
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	34	1	34	25	1	25
	Left-Through		0			0	
	Through	507	2	254	462	2	231
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	766	2	268	1288	2	448
	Through-Right		1			1	
	Right	39	0	39	56	0	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 709 East-West: 302 SUM: 1011			North-South: 551 East-West: 473 SUM: 1024		
VOLUME/CAPACITY (V/C) RATIO:		0.709			0.719		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.609			0.619		
LEVEL OF SERVICE (LOS):		B			B		

REMARKS:

CMA METHODOLOGY
CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY - ALTERNATIVE 2
AM PEAK HOUR

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



$$1. \quad 570 \times 0.55 \quad \text{or} \quad (74 + 25)$$

$$2. \quad (15 + 6 + 1230) \times 0.55$$

$$3. \quad \frac{(2 + 155 + 3)}{2}$$

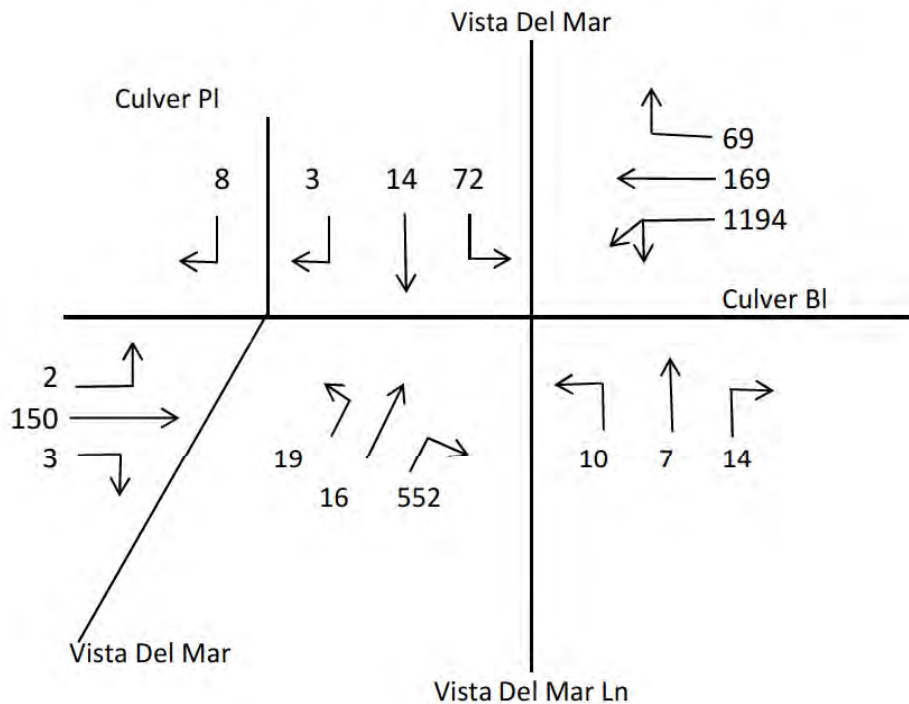
$$4. \quad 66 + (18 + 21 + 128) \text{ or } 18 + (66 + 10 + 1)$$

$$\text{Critical Volumes} = 314 + 688 + 80 + 233 = 1315$$

$$\begin{aligned} V/C &= \frac{1315}{1375} = \\ &= 0.956 - 0.10 = 0.856 \text{ LOS D} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY - ALTERNATIVE 2
PM PEAK HOUR

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



1. 1194×0.55 or $(169 + 69)$
2. $(19 + 16 + 552) \times 0.55$
3. $\frac{(2 + 150 + 3)}{2}$
4. $72 + (10 + 7 + 14)$ or $10 + (72 + 14 + 3)$

$$\text{Critical Volumes} = 657 + 323 + 78 + 103 = 1161$$

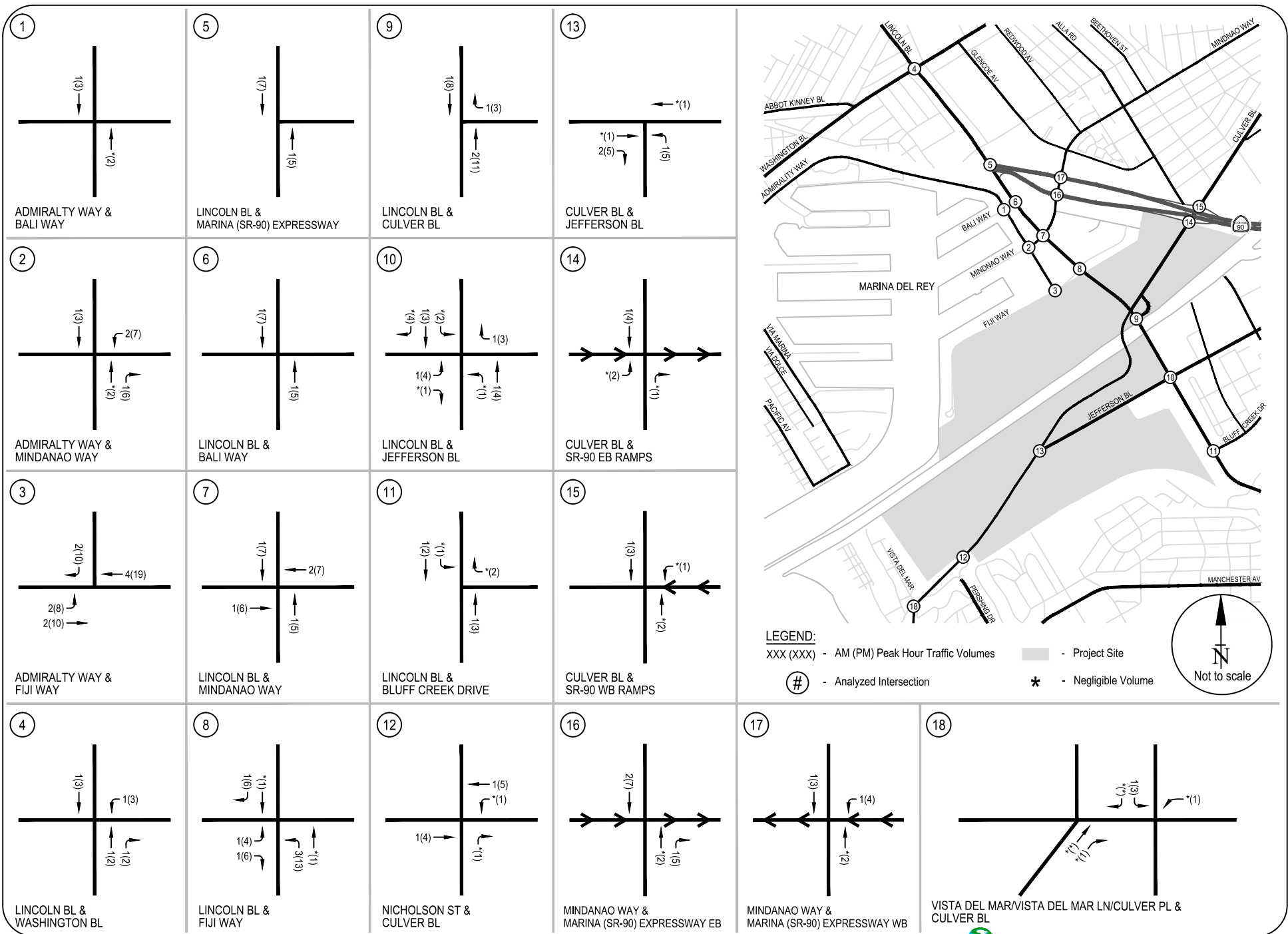
$$\begin{aligned} V/C &= \frac{1161}{1375} = \\ &= 0.844 - 0.10 = 0.744 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

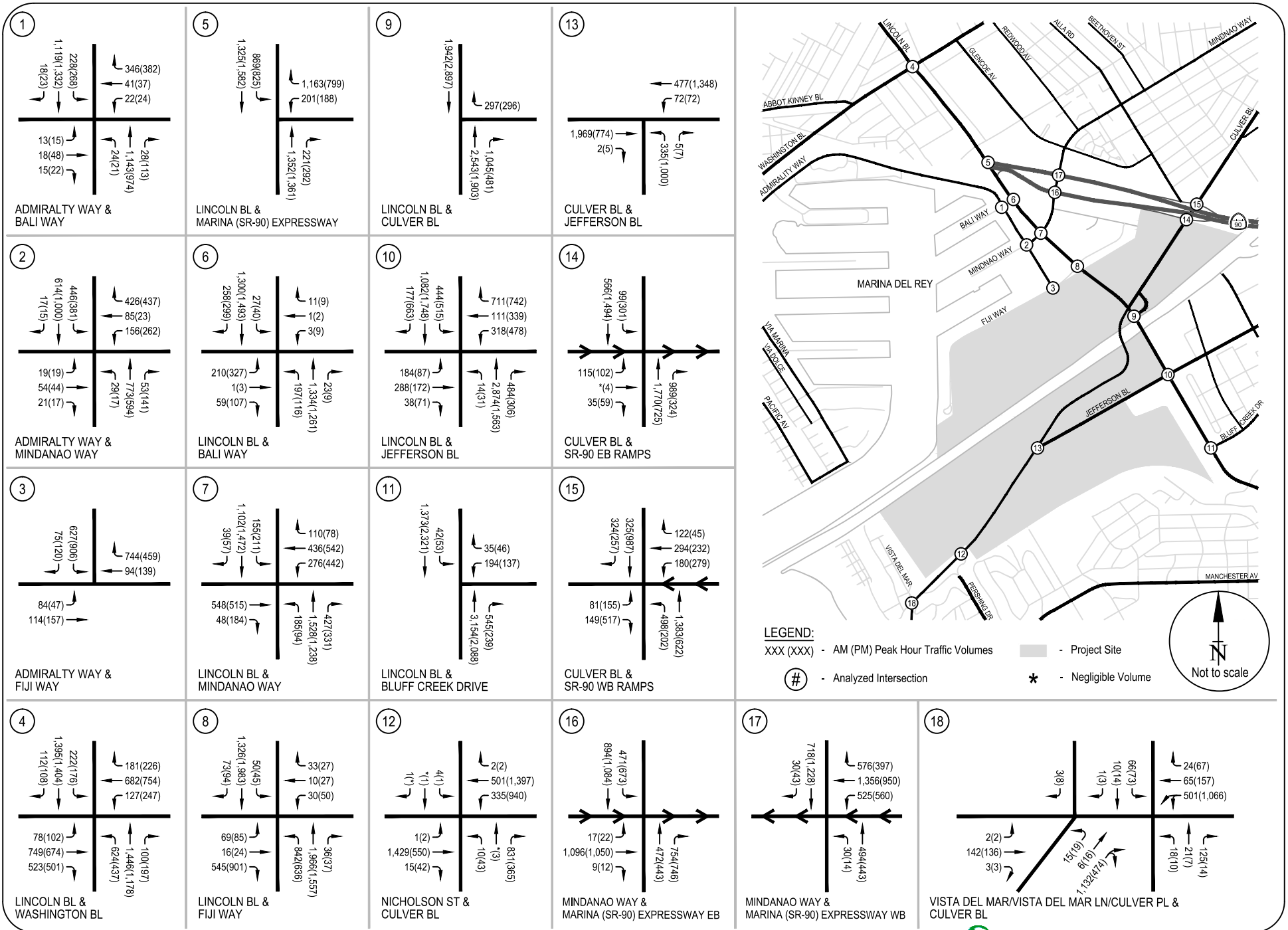
APPENDIX K

Level of Service Worksheets

Existing (2015) plus Project – Alternative 3 Conditions

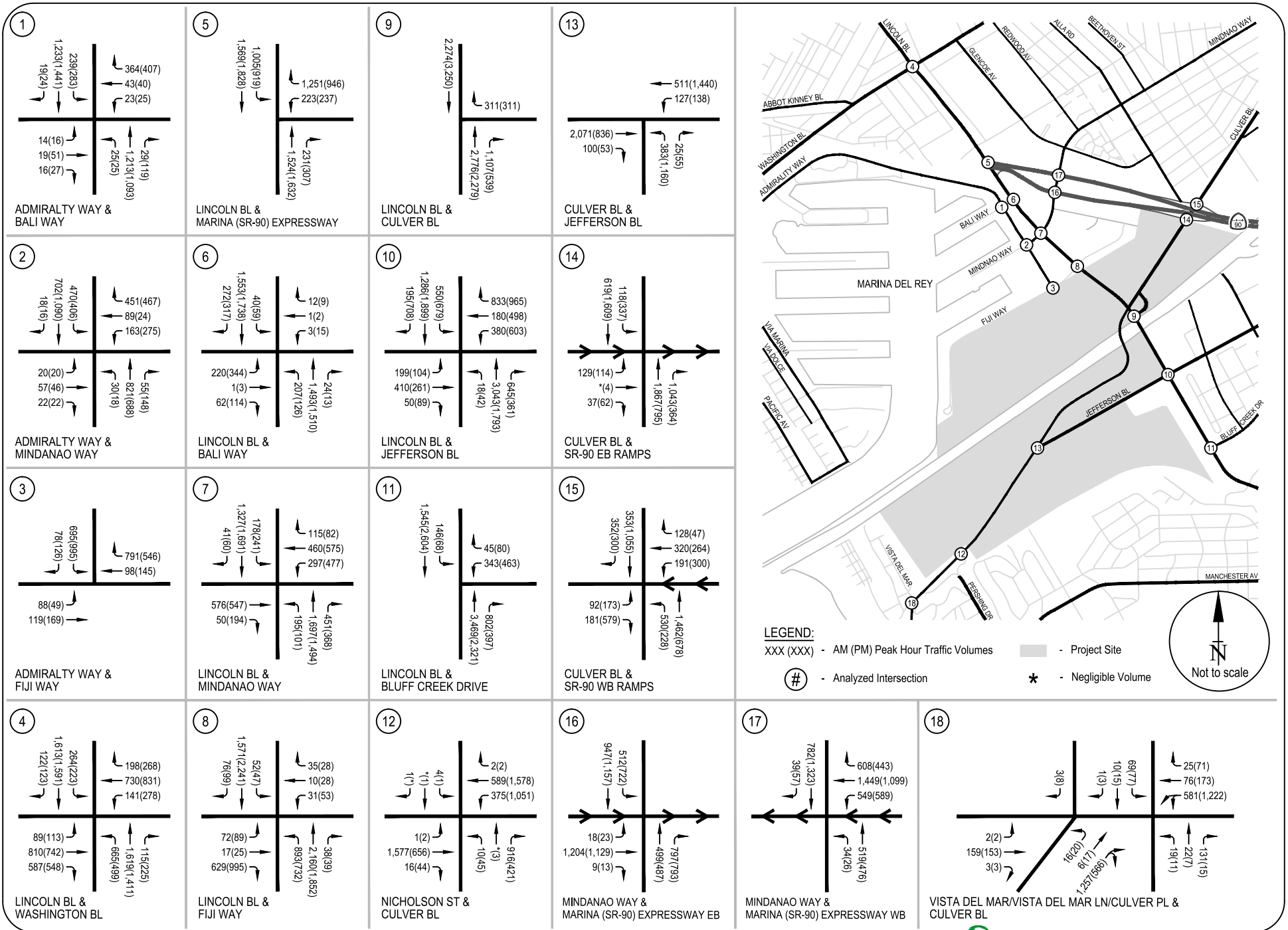
Cumulative (2023) plus Project – Alternative 3 Conditions





APPENDIX K2

EXISTING (2015) PLUS PROJECT - ALTERNATIVE 3 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES
 H-367



APPENDIX K3

CUMULATIVE (2023) PLUS PROJECT - ALTERNATIVE 3 CONDITIONS - PEAK HOUR TRAFFIC VOLUMES
 H-368

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
Scenario: Existing (2015) Plus Project - Alternative 3 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

			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	
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3		EB -- 0	WB -- 3	
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		24	1	24	21	1	21
	Left-Through			0			0	
	Through		1143	1	586	974	1	544
	Through-Right			1			1	
	Right		28	0	28	113	0	113
	Left-Through-Right			0			0	
SOUTHBOUND	Left		228	1	228	268	1	268
	Left-Through			0			0	
	Through		1119	1	569	1332	1	678
	Through-Right			1			1	
	Right		18	0	18	23	0	23
	Left-Through-Right			0			0	
EASTBOUND	Left		13	0	13	15	0	15
	Left-Through			1			1	
	Through		18	0	30	48	0	50
	Through-Right			1			1	
	Right		15	0	30	22	0	50
	Left-Through-Right			0			0	
WESTBOUND	Left		22	1	22	24	1	24
	Left-Through			0			0	
	Through		41	0	194	37	0	210
	Through-Right			1			1	
	Right		346	1	0	382	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South:			North-South:		
			East-West:			East-West:		
			SUM:			SUM:		
VOLUME/CAPACITY (V/C) RATIO:			0.716			0.728		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.628		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	17	1	17
	Left-Through		0			0	
	Through	773	1	413	594	1	368
	Through-Right		1			1	
	Right	53	0	53	141	0	141
	Left-Through-Right		0			0	
SOUTHBOUND	Left	446	1	446	381	1	381
	Left-Through		0			0	
	Through	614	1	316	1000	1	508
	Through-Right		1			1	
	Right	17	0	17	15	0	15
	Left-Through-Right		0			0	
EASTBOUND	Left	19	1	19	19	1	19
	Left-Through		0			0	
	Through	54	0	75	44	0	61
	Through-Right		1			1	
	Right	21	0	0	17	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	156	1	121	262	1	143
	Left-Through		1			1	
	Through	85	0	121	23	0	143
	Through-Right		0			0	
	Right	426	1	0	437	1	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		859	North-South:		749
		East-West:		196	East-West:		204
		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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

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: 6/17/2015

		AM PEAK HOUR			PM 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		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	627	2	345	906	2	498
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	75	1	33	120	1	97
	Left-Through-Right		0			0	
EASTBOUND	Left	84	1	84	47	1	47
	Left-Through		0			0	
	Through	114	2	57	157	2	79
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	94	1	94	139	1	139
	Through-Right		0			0	
	Right	744	1	399	459	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		345	North-South:		498
		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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	624	2	343	437	2	240
	Left-Through		0			0	
	Through	1446	2	515	1178	2	458
	Through-Right		1			1	
	Right	100	0	100	197	0	197
	Left-Through-Right		0			0	
SOUTHBOUND	Left	222	2	122	176	2	97
	Left-Through		0			0	
	Through	1395	2	502	1404	2	504
	Through-Right		1			1	
	Right	112	0	112	108	0	108
	Left-Through-Right		0			0	
EASTBOUND	Left	78	2	43	102	2	56
	Left-Through		0			0	
	Through	749	2	375	674	2	337
	Through-Right		0			0	
	Right	523	1	180	501	1	261
	Left-Through-Right		0			0	
WESTBOUND	Left	127	2	70	247	2	136
	Left-Through		0			0	
	Through	682	2	341	754	2	377
	Through-Right		0			0	
	Right	181	1	59	226	1	129
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 845 East-West: 445 SUM: 1290			North-South: 744 East-West: 473 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			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 5

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

		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	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3		EB -- 0	WB -- 3	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1352	2	524	1361	2	551
	Through-Right		1			1	
	Right	221	0	221	292	0	292
	Left-Through-Right		0			0	
SOUTHBOUND	Left	869	2	478	825	2	454
	Left-Through		0			0	
	Through	1325	3	442	1582	3	527
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	201	2	111	188	2	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1163	2	162	799	2	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1002			North-South: 1005		
		East-West: 162			East-West: 103		
		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):		C			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			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
NORTHBOUND	Left	197	1	197	116	1	116
	Left-Through		0			0	
	Through	1334	2	452	1261	2	423
	Through-Right		1			1	
	Right	23	0	23	9	0	9
	Left-Through-Right		0			0	
SOUTHBOUND	Left	27	1	27	40	1	40
	Left-Through		0			0	
	Through	1300	2	519	1493	2	597
	Through-Right		1			1	
	Right	258	0	258	299	0	299
	Left-Through-Right		0			0	
EASTBOUND	Left	210	1	106	327	1	165
	Left-Through		1			1	
	Through	1	0	106	3	0	165
	Through-Right		0			0	
	Right	59	1	0	107	1	49
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	9	0	9
	Left-Through		0			0	
	Through	1	0	15	2	0	20
	Through-Right		0			0	
	Right	11	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 716 East-West: 121 SUM: 837			North-South: 713 East-West: 185 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	94	1	94
	Left-Through		0			0	
	Through	1528	3	509	1238	3	413
	Through-Right		0			0	
	Right	427	1	275	331	1	88
	Left-Through-Right		0			0	
SOUTHBOUND	Left	155	1	155	211	1	211
	Left-Through		0			0	
	Through	1102	2	380	1472	2	510
	Through-Right		1			1	
	Right	39	0	39	57	0	57
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	548	1	298	515	1	350
	Through-Right		1			1	
	Right	48	0	48	184	0	184
	Left-Through-Right		0			0	
WESTBOUND	Left	276	2	152	442	2	243
	Left-Through		0			0	
	Through	436	1	273	542	1	310
	Through-Right		1			1	
	Right	110	0	110	78	0	78
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 664 East-West: 450 SUM: 1114			North-South: 624 East-West: 593 SUM: 1217		
VOLUME/CAPACITY (V/C) RATIO:		0.810			0.885		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.710			0.785		
LEVEL OF SERVICE (LOS):		C			C		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	842	2	463	636	2	350
	Left-Through		0			0	
	Through	1966	2	667	1557	2	531
	Through-Right		1			1	
	Right	36	0	36	37	0	37
	Left-Through-Right		0			0	
SOUTHBOUND	Left	50	1	50	45	1	45
	Left-Through		0			0	
	Through	1326	2	466	1983	2	692
	Through-Right		1			1	
	Right	73	0	73	94	0	94
	Left-Through-Right		0			0	
EASTBOUND	Left	69	1	69	85	1	85
	Left-Through		0			0	
	Through	16	1	16	24	1	24
	Through-Right		0			0	
	Right	545	1	0	901	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	30	0	30	50	0	50
	Left-Through		1			1	
	Through	10	0	43	27	0	54
	Through-Right		1			1	
	Right	33	0	0	27	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		929	North-South:		1042
		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):				B			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2543	2	1196	1903	2	795
	Through-Right		1			1	
	Right	1045	0	1045	481	0	481
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1942	2	971	2897	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	297	2	163	296	2	163
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1196 East-West: 163 SUM: 1359			North-South: 795 East-West: 163 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		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14	31	1	31
	Left-Through		0			0	
	Through	2874	4	719	1563	4	391
	Through-Right		0			0	
	Right	484	1	309	306	1	43
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	444	2	244	515	2	283
	Through	1082	4	271	1748	4	437
	Through-Right		0			0	
	Right	177	1	0	663	1	576
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	184	1	184	87	1	87
	Through	288	2	109	172	2	81
	Through-Right		1			1	
	Right	38	0	38	71	0	71
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	318	2	175	478	2	263
	Through	111	2	56	339	2	170
	Through-Right		0			0	
	Right	711	2	147	742	2	125
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		963	North-South:		674
		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			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
11

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3154	4	789	2088	4	522
	Through-Right		0			0	
	Right	545	1	438	239	1	164
	Left-Through-Right		0			0	
SOUTHBOUND	Left	42	2	23	53	2	29
	Left-Through		0			0	
	Through	1373	4	343	2321	4	580
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	194	2	107	137	2	75
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	35	1	12	46	1	17
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 812 East-West: 107 SUM: 919			North-South: 580 East-West: 75 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 3 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	43	0	43
	Left-Through		1			1	
	Through	0	0	10	3	0	46
	Through-Right		0			0	
	Right	831	1	0	365	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1429	1	722	550	1	296
	Through-Right		1			1	
	Right	15	0	15	42	0	42
	Left-Through-Right		0			0	
WESTBOUND	Left	335	1	335	940	1	940
	Left-Through		0			0	
	Through	501	1	252	1397	1	700
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		15	North-South:		47
		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):				B			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	335	2	184	1000	2	550
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	1	5	7	1	7
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1969	2	985	774	2	387
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	72	0	72	72	0	72
	Left-Through		1			1	
	Through	477	1	455	1348	1	818
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 184 East-West: 1057 SUM: 1241			North-South: 550 East-West: 818 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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	115	1	115	102	1	102
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	35	0	35	59	0	59
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1770	3	590	725	3	242
	Through-Right		0			0	
	Right	989	2	544	324	2	178
	Left-Through-Right		0			0	
WESTBOUND	Left	99	1	99	301	1	301
	Left-Through		0			0	
	Through	566	2	283	1494	2	747
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 115 East-West: 689 SUM: 804			North-South: 102 East-West: 747 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):				A			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
15

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	99	279	1	153
	Left-Through		1			1	
	Through	294	0	416	232	0	277
	Through-Right		1			1	
	Right	122	0	122	45	0	45
	Left-Through-Right		0			0	
SOUTHBOUND	Left	81	1	81	155	1	155
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	149	1	0	517	1	416
	Left-Through-Right		0			0	
EASTBOUND	Left	498	1	498	202	1	202
	Left-Through		0			0	
	Through	1383	2	692	622	2	311
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	325	2	163	987	2	494
	Through-Right		0			0	
	Right	324	1	284	257	1	180
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		497	North-South:		693
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	17	1	17	22	1	22
	Left-Through		0			0	
	Through	1096	1	553	1050	1	531
	Through-Right		1			1	
	Right	9	0	9	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	472	1	409	443	1	396
	Through-Right		1			1	
	Right	754	1	0	746	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	471	2	259	673	2	370
	Left-Through		0			0	
	Through	894	2	447	1084	2	542
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 553 East-West: 668 SUM: 1221			North-South: 531 East-West: 766 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		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

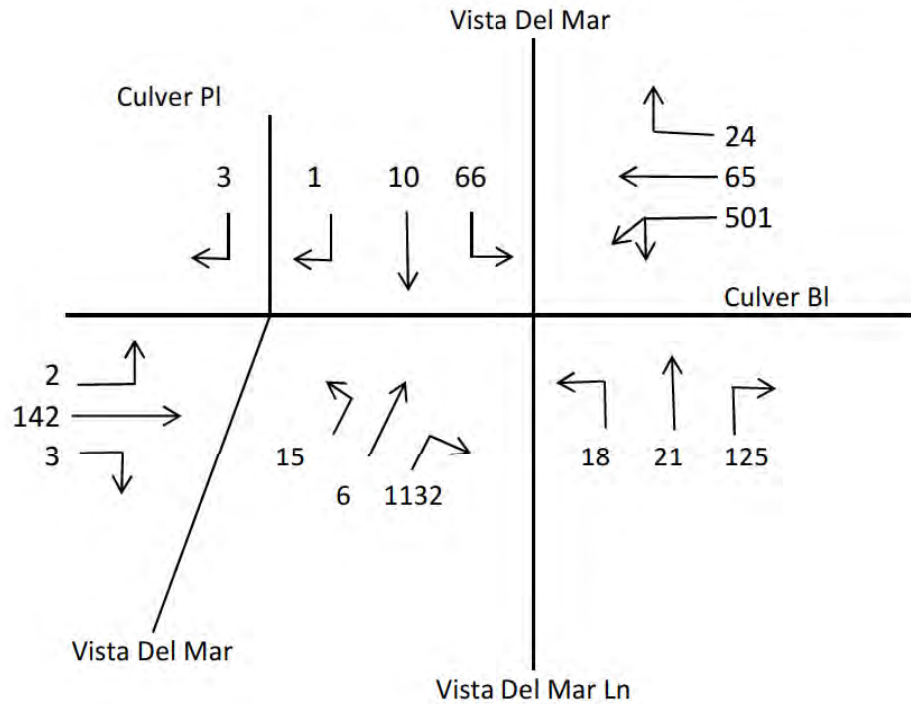
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Existing (2015) Plus Project - Alternative 3 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	525	1	525	560	1	503
	Left-Through		1			1	
	Through	1356	1	678	950	1	503
	Through-Right		0			0	
	Right	576	1	576	397	1	397
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	30	1	30	14	1	14
	Left-Through		0			0	
	Through	494	2	247	443	2	222
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	718	2	249	1228	2	424
	Through-Right		1			1	
	Right	30	0	30	43	0	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		678	North-South:		503
		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):				A			A

REMARKS:

CMA METHODOLOGY
EXISTING (2015) PLUS PROJECT - ALT 3 CONDITIONS
AM PEAK HOUR

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



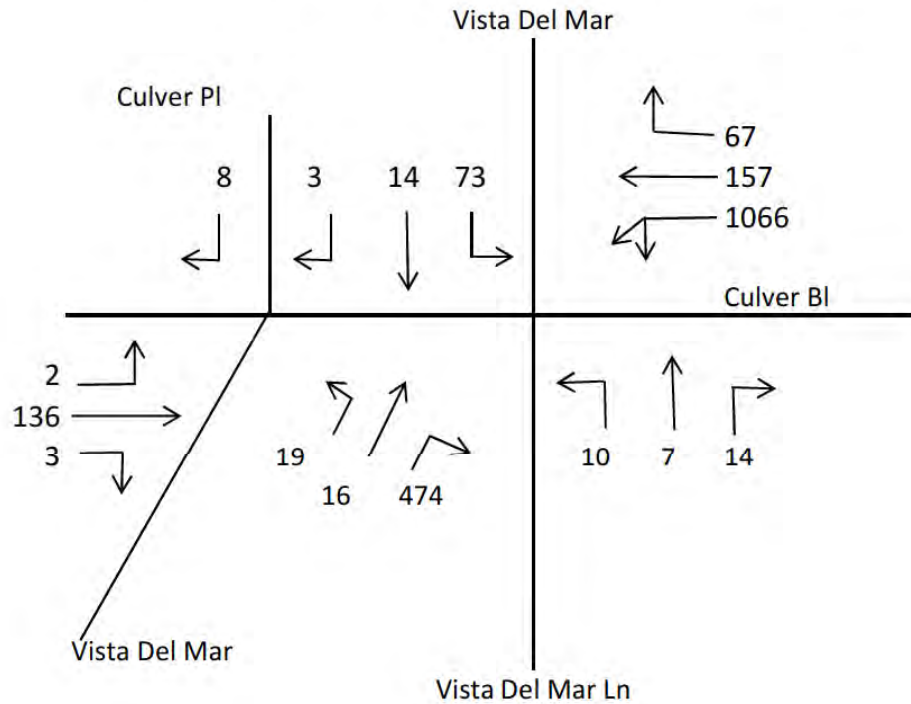
1. 501×0.55 or $(65 + 24)$
2. $(15 + 6 + 1132) \times 0.55$
3. $\frac{(2 + 142 + 3)}{2}$
4. $66 + (18 + 21 + 125)$ or $18 + (66 + 10 + 1)$

$$\text{Critical Volumes} = 276 + 634 + 74 + 230 = 1214$$

$$\begin{aligned} V/C &= \frac{1214}{1375} = \\ &= 0.883 - 0.10 = 0.783 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
EXISTING (2015) PLUS PROJECT - ALT 3 CONDITIONS
PM PEAK HOUR

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



1. 1066×0.55 or $(157 + 67)$
2. $(19 + 16 + 474) \times 0.55$
3. $\frac{(2 + 136 + 3)}{2}$
4. $73 + (10 + 7 + 14)$ or $10 + (73 + 14 + 3)$

$$\text{Critical Volumes} = 586 + 280 + 71 + 104 = 1041$$

$$\begin{aligned} V/C &= \frac{1041}{1375} = \\ &= 0.757 - 0.10 = 0.657 \text{ LOS B} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2025

		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	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	25	1	25
	Left-Through		0			0	
	Through	1213	1	621	1093	1	606
	Through-Right		1			1	
	Right	29	0	29	119	0	119
	Left-Through-Right		0			0	
SOUTHBOUND	Left	239	1	239	283	1	283
	Left-Through		0			0	
	Through	1233	1	626	1441	1	733
	Through-Right		1			1	
	Right	19	0	19	24	0	24
	Left-Through-Right		0			0	
EASTBOUND	Left	14	0	14	16	0	16
	Left-Through		1			1	
	Through	19	0	32	51	0	55
	Through-Right		1			1	
	Right	16	0	32	27	0	55
	Left-Through-Right		0			0	
WESTBOUND	Left	23	1	23	25	1	25
	Left-Through		0			0	
	Through	43	0	204	40	0	224
	Through-Right		1			1	
	Right	364	1	0	407	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		860	North-South:		889
		East-West:		218	East-West:		240
		SUM:		1078	SUM:		1129
VOLUME/CAPACITY (V/C) RATIO:				0.756			0.792
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.692
LEVEL OF SERVICE (LOS):				B			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	18	1	18
	Left-Through		0			0	
	Through	821	1	438	688	1	418
	Through-Right		1			1	
	Right	55	0	55	148	0	148
	Left-Through-Right		0			0	
SOUTHBOUND	Left	470	1	470	406	1	406
	Left-Through		0			0	
	Through	702	1	360	1090	1	553
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
EASTBOUND	Left	20	1	20	20	1	20
	Left-Through		0			0	
	Through	57	0	79	46	0	68
	Through-Right		1			1	
	Right	22	0	0	22	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	163	1	126	275	1	150
	Left-Through		1			1	
	Through	89	0	126	24	0	150
	Through-Right		0			0	
	Right	451	1	0	467	1	61
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 908 East-West: 205 SUM: 1113			North-South: 824 East-West: 218 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):		C			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2025

		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	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	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
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	695	2	382	995	2	547
	Left-Through		0			0	
	Through	20	0	0	0	0	0
	Through-Right		0			0	
	Right	78	1	34	126	1	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	1	88	49	1	49
	Left-Through		0			0	
	Through	119	2	60	169	2	85
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	98	1	98	145	1	145
	Through-Right		0			0	
	Right	791	1	409	546	1	0
	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):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	665	2	366	499	2	274
	Left-Through		0			0	
	Through	1619	2	578	1411	2	545
	Through-Right		1			1	
	Right	115	0	115	225	0	225
	Left-Through-Right		0			0	
SOUTHBOUND	Left	264	2	145	223	2	123
	Left-Through		0			0	
	Through	1613	2	578	1591	2	571
	Through-Right		1			1	
	Right	122	0	122	123	0	123
	Left-Through-Right		0			0	
EASTBOUND	Left	89	2	49	113	2	62
	Left-Through		0			0	
	Through	810	2	405	742	2	371
	Through-Right		0			0	
	Right	587	1	221	548	1	274
	Left-Through-Right		0			0	
WESTBOUND	Left	141	2	78	278	2	153
	Left-Through		0			0	
	Through	730	2	365	831	2	416
	Through-Right		0			0	
	Right	198	1	53	268	1	145
	Left-Through-Right		0			0	
CRITICAL VOLUMES				944			845
				483			524
				1427			1369
VOLUME/CAPACITY (V/C) RATIO:				1.038			0.996
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.938			0.896
LEVEL OF SERVICE (LOS):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: **5**

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			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1524	2	585	1632	2	646
	Through-Right		1			1	
	Right	231	0	231	307	0	307
	Left-Through-Right		0			0	
SOUTHBOUND	Left	1005	2	553	919	2	505
	Left-Through		0			0	
	Through	1569	3	523	1828	3	609
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	223	2	123	237	2	130
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1251	2	135	946	2	15
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1138	North-South:		1151
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 6

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: 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	207	126	1	126
	Left-Through		0			0	
	Through	1493	2	506	1510	2	508
	Through-Right		1			1	
	Right	24	0	24	13	0	13
	Left-Through-Right		0			0	
SOUTHBOUND	Left	40	1	40	59	1	59
	Left-Through		0			0	
	Through	1553	2	608	1738	2	685
	Through-Right		1			1	
	Right	272	0	272	317	0	317
	Left-Through-Right		0			0	
EASTBOUND	Left	220	1	111	344	1	174
	Left-Through		1			1	
	Through	1	0	111	3	0	174
	Through-Right		0			0	
	Right	62	1	0	114	1	51
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	15	0	15
	Left-Through		0			0	
	Through	1	0	16	2	0	26
	Through-Right		0			0	
	Right	12	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South:		815	North-South:		811
		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):				A			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	195	101	1	101
	Left-Through		0			0	
	Through	1697	3	566	1494	3	498
	Through-Right		0			0	
	Right	451	1	288	368	1	106
	Left-Through-Right		0			0	
SOUTHBOUND	Left	178	1	178	241	1	241
	Left-Through		0			0	
	Through	1327	2	456	1691	2	584
	Through-Right		1			1	
	Right	41	0	41	60	0	60
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	576	1	313	547	1	371
	Through-Right		1			1	
	Right	50	0	50	194	0	194
	Left-Through-Right		0			0	
WESTBOUND	Left	297	2	163	477	2	262
	Left-Through		0			0	
	Through	460	1	288	575	1	329
	Through-Right		1			1	
	Right	115	0	115	82	0	82
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		744	North-South:		739
		East-West:		476	East-West:		633
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 8

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					
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		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	893	2	491	732	2	403
	Left-Through		0			0	
	Through	2160	2	733	1852	2	630
	Through-Right		1			1	
	Right	38	0	38	39	0	39
	Left-Through-Right		0			0	
SOUTHBOUND	Left	52	1	52	47	1	47
	Left-Through		0			0	
	Through	1571	2	549	2241	2	780
	Through-Right		1			1	
	Right	76	0	76	99	0	99
	Left-Through-Right		0			0	
EASTBOUND	Left	72	1	72	89	1	89
	Left-Through		0			0	
	Through	17	1	17	25	1	25
	Through-Right		0			0	
	Right	629	1	0	995	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	53	0	53
	Left-Through		1			1	
	Through	10	0	45	28	0	56
	Through-Right		1			1	
	Right	35	0	0	28	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES							
		North-South:		1040	North-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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2776	2	1294	2279	2	939
	Through-Right		1			1	
	Right	1107	0	1107	539	0	539
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2274	2	1137	3250	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	311	2	171	311	2	171
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1294 East-West: 171 SUM: 1465			North-South: 939 East-West: 171 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			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	42	1	42
	Left-Through		0			0	
	Through	3043	4	761	1793	4	448
	Through-Right		0			0	
	Right	645	1	436	361	1	29
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	550	2	303	679	2	373
	Through	1286	4	322	1899	4	475
	Through-Right		0			0	
	Right	195	1	0	708	1	604
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	199	1	199	104	1	104
	Through	410	2	153	261	2	117
	Through-Right		1			1	
	Right	50	0	50	89	0	89
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	380	2	209	603	2	332
	Through	180	2	90	498	2	249
	Through-Right		0			0	
	Right	833	2	155	965	2	158
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1064	North-South:		821
		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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 3 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3469	4	867	2321	4	580
	Through-Right		0			0	
	Right	802	1	613	397	1	142
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	146	2	80	68	2	37
	Through	1545	4	386	2604	4	651
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	343	2	189	463	2	255
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	45	1	0	80	1	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		947	North-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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	45	0	45
	Left-Through		1			1	
	Through	0	0	10	3	0	48
	Through-Right		0			0	
	Right	916	1	0	421	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1577	1	797	656	1	350
	Through-Right		1			1	
	Right	16	0	16	44	0	44
	Left-Through-Right		0			0	
WESTBOUND	Left	375	1	375	1051	1	1051
	Left-Through		0			0	
	Through	589	1	296	1578	1	790
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 15 East-West: 1172 SUM: 1187			North-South: 49 East-West: 1401 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):				C			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: 13

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

		AM PEAK HOUR			PM 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		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	383	2	211	1160	2	638
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	1	0	55	1	55
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2071	2	1036	836	2	418
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	127	0	127	138	0	138
	Left-Through		1			1	
	Through	511	1	511	1440	1	996
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		211	North-South:		638
		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):				D			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	129	1	129	114	1	114
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	37	0	37	62	0	62
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1867	3	622	795	3	265
	Through-Right		0			0	
	Right	1043	2	574	364	2	200
	Left-Through-Right		0			0	
WESTBOUND	Left	118	1	118	337	1	337
	Left-Through		0			0	
	Through	619	2	310	1609	2	805
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 129 East-West: 740 SUM: 869			North-South: 114 East-West: 805 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 - Alternative 3 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	105	300	1	165
	Left-Through		1			1	
	Through	320	0	448	264	0	311
	Through-Right		1			1	
	Right	128	0	128	47	0	47
	Left-Through-Right		0			0	
SOUTHBOUND	Left	92	1	92	173	1	173
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	181	1	0	579	1	465
	Left-Through-Right		0			0	
EASTBOUND	Left	530	1	530	228	1	228
	Left-Through		0			0	
	Through	1462	2	731	678	2	339
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	353	2	177	1055	2	528
	Through-Right		0			0	
	Right	352	1	306	300	1	214
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		540	North-South:		776
		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):				D			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	18	1	18	23	1	23
	Left-Through		0			0	
	Through	1204	1	607	1129	1	571
	Through-Right		1			1	
	Right	9	0	9	13	0	13
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	499	1	432	487	1	427
	Through-Right		1			1	
	Right	797	1	0	793	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	512	2	282	722	2	397
	Left-Through		0			0	
	Through	947	2	474	1157	2	579
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 607 East-West: 714 SUM: 1321			North-South: 571 East-West: 824 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		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

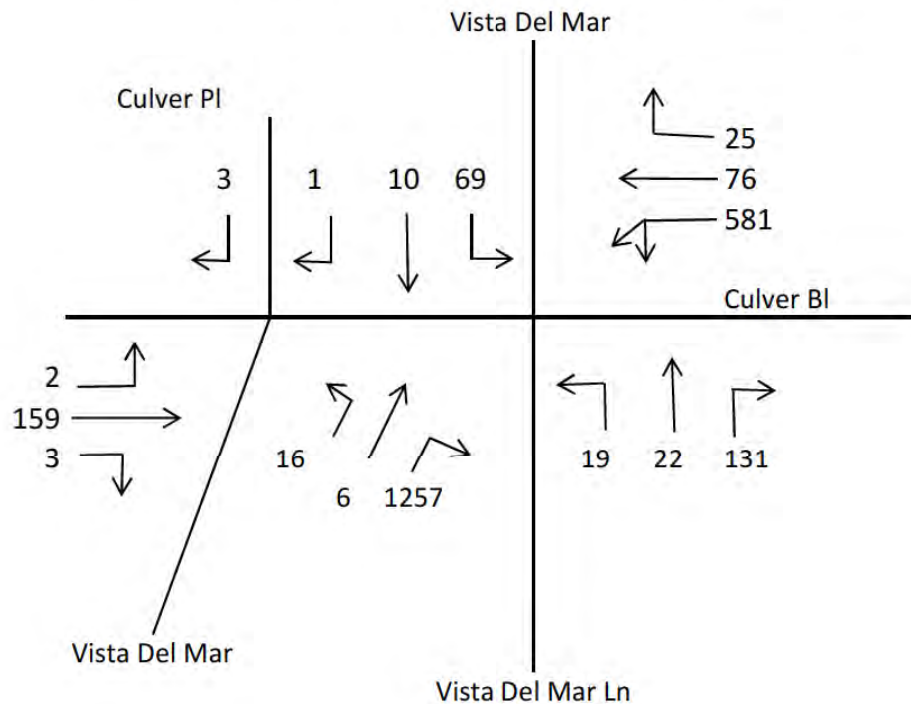
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Cumulative (2023) Plus Project - Alternative 3 Conditions
Count Date: **Analyst:** RA **Date:** 6/17/2025

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	549	1	549	589	1	563
	Left-Through		1			1	
	Through	1449	1	725	1099	1	563
	Through-Right		0			0	
	Right	608	1	608	443	1	443
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	34	1	34	26	1	26
	Left-Through		0			0	
	Through	519	2	260	476	2	238
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	782	2	274	1323	2	460
	Through-Right		1			1	
	Right	39	0	39	57	0	57
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		725	North-South:		563
		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):				B			B

REMARKS:

CMA METHODOLOGY
CUMULATIVE (2023) PLUS PROJECT - ALT 3 CONDITIONS
AM PEAK HOUR

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



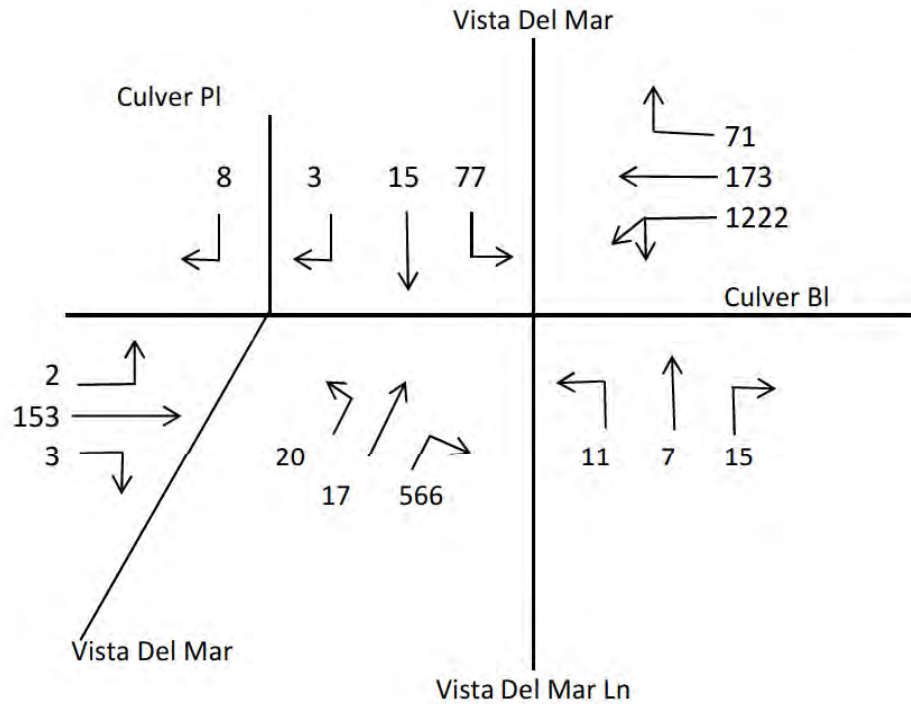
1. 581×0.55 or $(76 + 25)$
2. $(16 + 6 + 1257) \times 0.55$
3. $\frac{(2 + 159 + 3)}{2}$
4. $69 + (19 + 22 + 131)$ or $19 + (69 + 10 + 1)$

$$\text{Critical Volumes} = 320 + 703 + 82 + 241 = 1346$$

$$\begin{aligned} V/C &= \frac{1346}{1375} = \\ &= 0.979 - 0.10 = 0.879 \text{ LOS D} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
CUMULATIVE (2023) PLUS PROJECT - ALT 3 CONDITIONS
PM PEAK HOUR

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



1. 1222×0.55 or $(173 + 71)$
2. $(20 + 17 + 566) \times 0.55$
3. $\frac{(2 + 153 + 3)}{2}$
4. $77 + (11 + 7 + 15)$ or $11 + (77 + 15 + 3)$

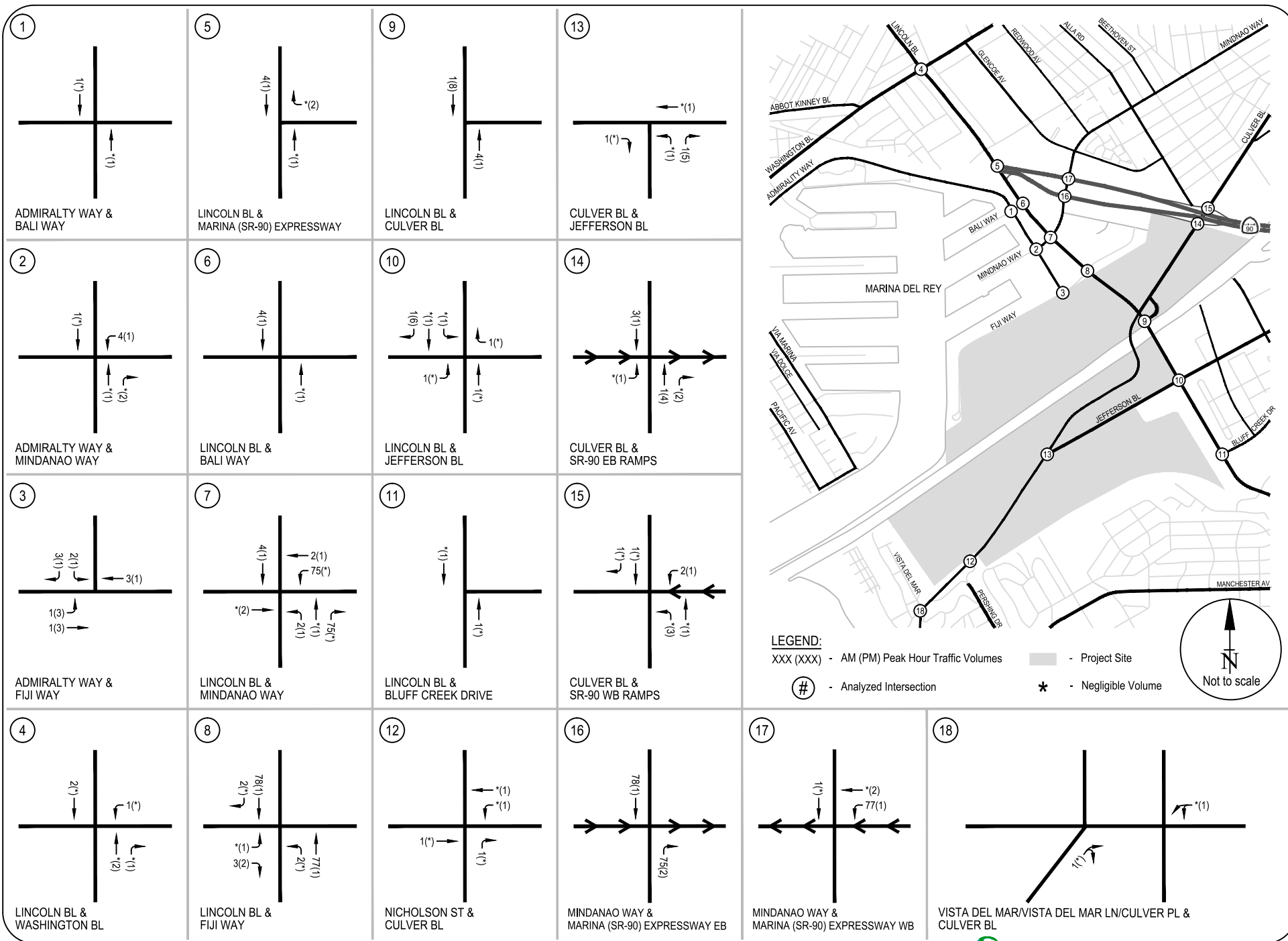
$$\text{Critical Volumes} = 672 + 332 + 79 + 110 = 1193$$

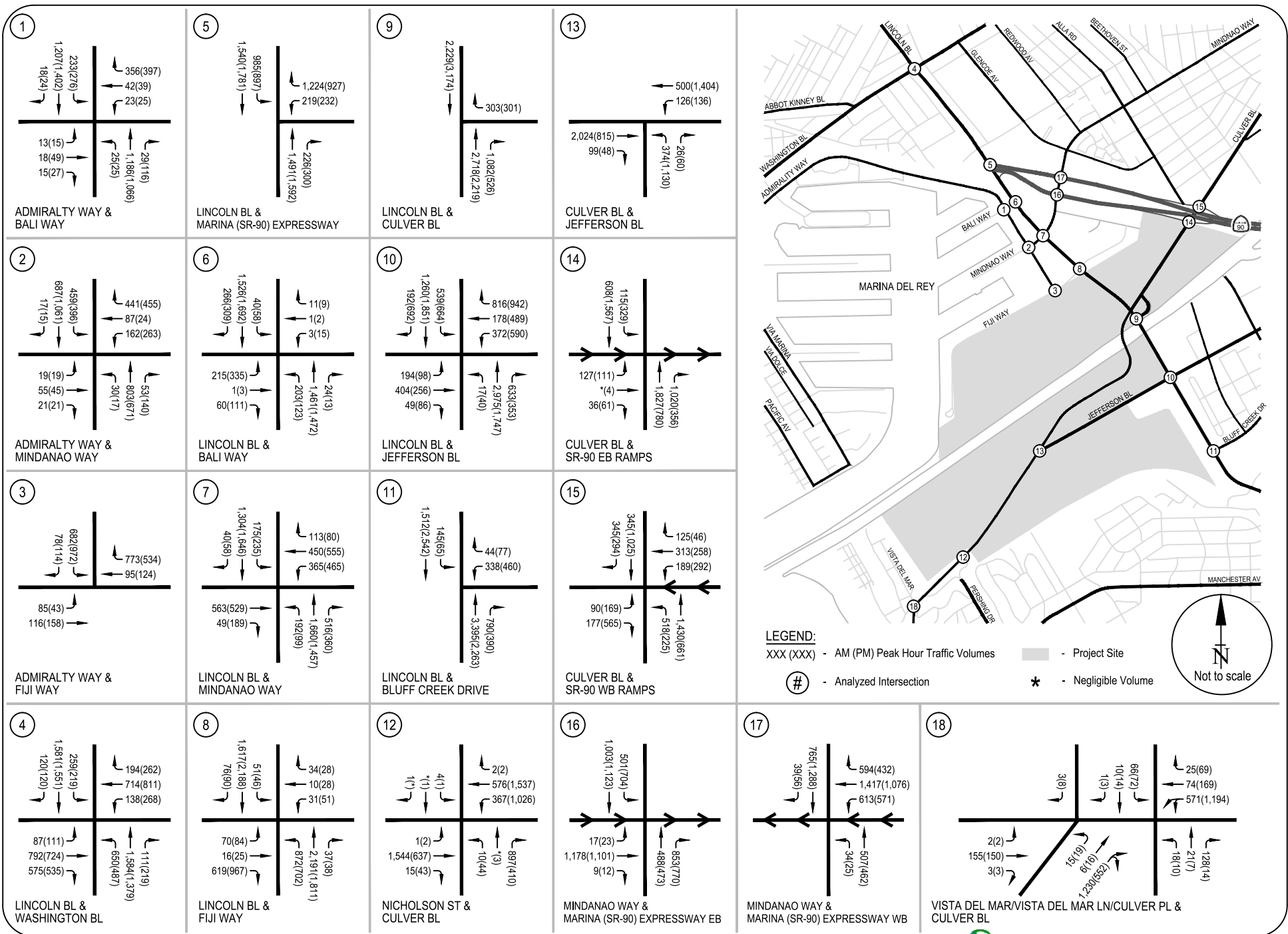
$$\begin{aligned} V/C &= \frac{1193}{1375} = \\ &= 0.868 - 0.10 = 0.768 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

APPENDIX L

Level of Service Worksheets

Cumulative (2019) with Project Construction Activity – Alternative 3 Conditions





APPENDIX L2
 CUMULATIVE (2019) WITH PROJECT CONSTRUCTION ACTIVITY - ALTERNATIVE 3
 PEAK HOUR TRAFFIC VOLUMES

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: Admiralty Way **East-West Street:** Bali Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3
Count Date: **Analyst:** RA **Date:** 6/17/2015

			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	
ATSAC-1 or ATSAC+ATCS-2?			EB -- 0	WB -- 3		EB -- 0	WB -- 3	
Override Capacity					2			2
					0			0
MOVEMENT			Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		25	1	25	25	1	25
	Left-Through			0			0	
	Through		1186	1	608	1066	1	591
	Through-Right			1			1	
	Right		29	0	29	116	0	116
	Left-Through-Right			0			0	
SOUTHBOUND	Left		233	1	233	276	1	276
	Left-Through			0			0	
	Through		1207	1	613	1402	1	713
	Through-Right			1			1	
	Right		18	0	18	24	0	24
	Left-Through-Right			0			0	
EASTBOUND	Left		13	0	13	15	0	15
	Left-Through			1			1	
	Through		18	0	30	49	0	53
	Through-Right			1			1	
	Right		15	0	30	27	0	53
	Left-Through-Right			0			0	
WESTBOUND	Left		23	1	23	25	1	25
	Left-Through			0			0	
	Through		42	0	199	39	0	218
	Through-Right			1			1	
	Right		356	1	0	397	1	0
	Left-Through-Right			0			0	
CRITICAL VOLUMES			North-South:			North-South:		
			East-West:			East-West:		
			SUM:			SUM:		
VOLUME/CAPACITY (V/C) RATIO:			0.739			0.772		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.639			0.672		
LEVEL OF SERVICE (LOS):			B			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	17	1	17
	Left-Through		0			0	
	Through	803	1	428	671	1	406
	Through-Right		1			1	
	Right	53	0	53	140	0	140
	Left-Through-Right		0			0	
SOUTHBOUND	Left	459	1	459	396	1	396
	Left-Through		0			0	
	Through	687	1	352	1061	1	538
	Through-Right		1			1	
	Right	17	0	17	15	0	15
	Left-Through-Right		0			0	
EASTBOUND	Left	19	1	19	19	1	19
	Left-Through		0			0	
	Through	55	0	76	45	0	66
	Through-Right		1			1	
	Right	21	0	0	21	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	162	1	125	263	1	144
	Left-Through		1			1	
	Through	87	0	125	24	0	144
	Through-Right		0			0	
	Right	441	1	0	455	1	59
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		887	North-South:		802
		East-West:		201	East-West:		210
		SUM:		1088	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):				B			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		3			3		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	682	2	375	972	2	535
	Left-Through		0			0	
	Through	20	0	0	0	0	0
	Through-Right		0			0	
	Right	78	1	36	114	1	93
	Left-Through-Right		0			0	
EASTBOUND	Left	85	1	85	43	1	43
	Left-Through		0			0	
	Through	116	2	58	158	2	79
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	95	1	95	124	1	124
	Through-Right		0			0	
	Right	773	1	398	534	1	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 375 East-West: 483 SUM: 858			North-South: 535 East-West: 167 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	650	2	358	487	2	268
	Left-Through		0			0	
	Through	1584	2	565	1379	2	533
	Through-Right		1			1	
	Right	111	0	111	219	0	219
	Left-Through-Right		0			0	
SOUTHBOUND	Left	259	2	142	219	2	120
	Left-Through		0			0	
	Through	1581	2	567	1551	2	557
	Through-Right		1			1	
	Right	120	0	120	120	0	120
	Left-Through-Right		0			0	
EASTBOUND	Left	87	2	48	111	2	61
	Left-Through		0			0	
	Through	792	2	396	724	2	362
	Through-Right		0			0	
	Right	575	1	217	535	1	267
	Left-Through-Right		0			0	
WESTBOUND	Left	138	2	76	268	2	147
	Left-Through		0			0	
	Through	714	2	357	811	2	406
	Through-Right		0			0	
	Right	194	1	52	262	1	142
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		925	North-South:		825
		East-West:		472	East-West:		509
		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):				E			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #: **5**

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		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1491	2	572	1592	2	631
	Through-Right		1			1	
	Right	226	0	226	300	0	300
	Left-Through-Right		0			0	
SOUTHBOUND	Left	985	2	542	897	2	493
	Left-Through		0			0	
	Through	1540	3	513	1781	3	594
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	219	2	120	232	2	128
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1224	2	131	927	2	17
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1114	North-South:		1124
		East-West:		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):				C			C

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	203	1	203	123	1	123
	Left-Through		0			0	
	Through	1461	2	495	1472	2	495
	Through-Right		1			1	
	Right	24	0	24	13	0	13
	Left-Through-Right		0			0	
SOUTHBOUND	Left	40	1	40	58	1	58
	Left-Through		0			0	
	Through	1526	2	597	1692	2	667
	Through-Right		1			1	
	Right	266	0	266	309	0	309
	Left-Through-Right		0			0	
EASTBOUND	Left	215	1	108	335	1	169
	Left-Through		1			1	
	Through	1	0	108	3	0	169
	Through-Right		0			0	
	Right	60	1	0	111	1	50
	Left-Through-Right		0			0	
WESTBOUND	Left	3	0	3	15	0	15
	Left-Through		0			0	
	Through	1	0	15	2	0	26
	Through-Right		0			0	
	Right	11	0	0	9	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South:		800	North-South:		790
		East-West:		123	East-West:		195
		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):				A			B

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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 3
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	192	1	192	99	1	99
	Left-Through		0			0	
	Through	1660	3	553	1457	3	486
	Through-Right		0			0	
	Right	516	1	315	360	1	104
	Left-Through-Right		0			0	
SOUTHBOUND	Left	175	1	175	235	1	235
	Left-Through		0			0	
	Through	1304	2	448	1646	2	568
	Through-Right		1			1	
	Right	40	0	40	58	0	58
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	563	1	306	529	1	359
	Through-Right		1			1	
	Right	49	0	49	189	0	189
	Left-Through-Right		0			0	
WESTBOUND	Left	365	2	201	465	2	256
	Left-Through		0			0	
	Through	450	1	282	555	1	318
	Through-Right		1			1	
	Right	113	0	113	80	0	80
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		728	North-South:		721
		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):				C			D

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	872	2	480	702	2	386
	Left-Through		0			0	
	Through	2191	2	743	1811	2	616
	Through-Right		1			1	
	Right	37	0	37	38	0	38
	Left-Through-Right		0			0	
SOUTHBOUND	Left	51	1	51	46	1	46
	Left-Through		0			0	
	Through	1617	2	564	2188	2	759
	Through-Right		1			1	
	Right	76	0	76	90	0	90
	Left-Through-Right		0			0	
EASTBOUND	Left	70	1	70	84	1	84
	Left-Through		0			0	
	Through	16	1	16	25	1	25
	Through-Right		0			0	
	Right	619	1	0	967	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	51	0	51
	Left-Through		1			1	
	Through	10	0	44	28	0	56
	Through-Right		1			1	
	Right	34	0	0	28	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1044 East-West: 114 SUM: 1158			North-South: 1145 East-West: 140 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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

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 HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2718	2	1267	2219	2	915
	Through-Right		1			1	
	Right	1082	0	1082	526	0	526
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2229	2	1115	3174	2	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	303	2	167	301	2	166
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 1267 East-West: 167 SUM: 1434			North-South: 915 East-West: 166 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			B		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				3			3
Override Capacity				3			3
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	40	1	40
	Left-Through		0			0	
	Through	2975	4	744	1747	4	437
	Through-Right		0			0	
	Right	633	1	428	353	1	28
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	539	2	296	664	2	365
	Through	1260	4	315	1851	4	463
	Through-Right		0			0	
	Right	192	1	0	692	1	594
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	194	1	194	98	1	98
	Through	404	2	151	256	2	114
	Through-Right		1			1	
	Right	49	0	49	86	0	86
	Left-Through-Right		0			0	
WESTBOUND	Left		0			0	
	Left-Through	372	2	205	590	2	325
	Through	178	2	89	489	2	245
	Through-Right		0			0	
	Right	816	2	153	942	2	153
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1040	North-South:		802
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				3			3
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3395	4	849	2263	4	566
	Through-Right		0			0	
	Right	790	1	604	390	1	137
	Left-Through-Right		0			0	
SOUTHBOUND	Left		0			0	
	Left-Through	145	2	80	65	2	36
	Through	1512	4	378	2542	4	636
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left		0			0	
	Left-Through	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	338	2	186	460	2	253
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	44	1	0	77	1	41
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		929	North-South:		636
		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):				B			A

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	44	0	44
	Left-Through		1			1	
	Through	0	0	10	3	0	47
	Through-Right		0			0	
	Right	897	1	0	410	1	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	4	1	0	1
	Left-Through		0			0	
	Through	0	0	5	1	0	2
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	1	1	1	2	1	2
	Left-Through		0			0	
	Through	1544	1	780	637	1	340
	Through-Right		1			1	
	Right	15	0	15	43	0	43
	Left-Through-Right		0			0	
WESTBOUND	Left	367	1	367	1026	1	1026
	Left-Through		0			0	
	Through	576	1	289	1537	1	770
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 15			North-South: 48		
		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):		C			D		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	374	2	206	1130	2	622
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	26	1	0	60	1	60
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2024	2	1012	815	2	408
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	126	0	126	136	0	136
	Left-Through		1			1	
	Through	500	1	500	1404	1	974
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		206	North-South:		622
		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):				C			E

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	127	1	127	111	1	111
	Left-Through		0			0	
	Through	0	1	0	4	1	4
	Through-Right		1			1	
	Right	36	0	36	61	0	61
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1827	3	609	780	3	260
	Through-Right		0			0	
	Right	1020	2	561	356	2	196
	Left-Through-Right		0			0	
WESTBOUND	Left	115	1	115	329	1	329
	Left-Through		0			0	
	Through	608	2	304	1567	2	784
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 127 East-West: 724 SUM: 851			North-South: 111 East-West: 784 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):		A			A		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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: 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1			1		
ATSAC-1 or ATSAC+ATCS-2?		0			0		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	189	1	104	292	1	161
	Left-Through		1			1	
	Through	313	0	438	258	0	304
	Through-Right		1			1	
	Right	125	0	125	46	0	46
	Left-Through-Right		0			0	
SOUTHBOUND	Left	90	1	90	169	1	169
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	177	1	0	565	1	453
	Left-Through-Right		0			0	
EASTBOUND	Left	518	1	518	225	1	225
	Left-Through		0			0	
	Through	1430	2	715	661	2	331
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	345	2	173	1025	2	513
	Through-Right		0			0	
	Right	345	1	300	294	1	210
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 528			North-South: 757		
		East-West: 818			East-West: 738		
		SUM: 1346			SUM: 1495		
VOLUME/CAPACITY (V/C) RATIO:		0.945			1.049		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.845			0.949		
LEVEL OF SERVICE (LOS):		D			E		

REMARKS:

Level of Service Worksheet (Circular 212 Method)



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:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	17	1	17	23	1	23
	Left-Through		0			0	
	Through	1178	1	594	1101	1	557
	Through-Right		1			1	
	Right	9	0	9	12	0	12
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	488	1	447	473	1	414
	Through-Right		1			1	
	Right	853	1	0	770	1	0
	Left-Through-Right		0			0	
WESTBOUND	Left	501	2	276	704	2	387
	Left-Through		0			0	
	Through	1003	2	502	1123	2	562
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		594	North-South:		557
		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

REMARKS:

Level of Service Worksheet (Circular 212 Method)



I/S #:
17

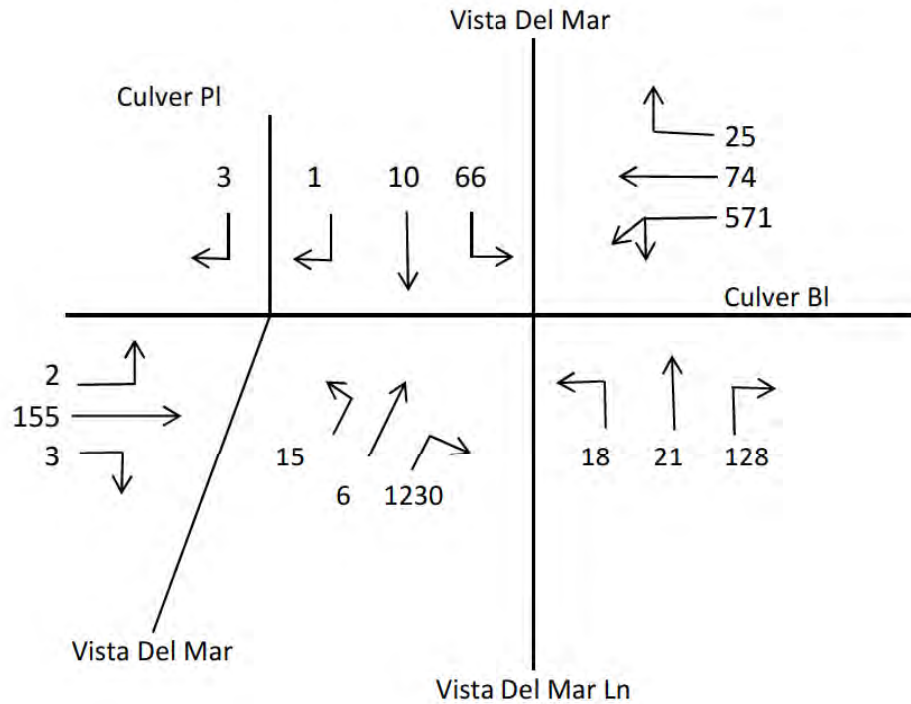
PROJECT TITLE: Ballona Wetlands Restoration Project
North-South Street: SR-90 WB Ramps **East-West Street:** Mindanao Way
Scenario: Cumulative (2019) with Construction Activity - Alternative 3
Count Date: **Analyst:** RA **Date:** 6/17/2015

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	613	1	613	571	1	549
	Left-Through		1			1	
	Through	1417	1	709	1076	1	549
	Through-Right		0			0	
	Right	594	1	594	432	1	432
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	34	1	34	25	1	25
	Left-Through		0			0	
	Through	507	2	254	462	2	231
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	765	2	268	1288	2	448
	Through-Right		1			1	
	Right	39	0	39	56	0	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		709	North-South:		549
		East-West:		302	East-West:		473
		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):				B			B

REMARKS:

CMA METHODOLOGY
CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALTERNATIVE 3)
AM PEAK HOUR

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



1. 571×0.55 or $(74 + 25)$

2. $(15 + 6 + 1230) \times 0.55$

3. $\frac{(2 + 155 + 3)}{2}$

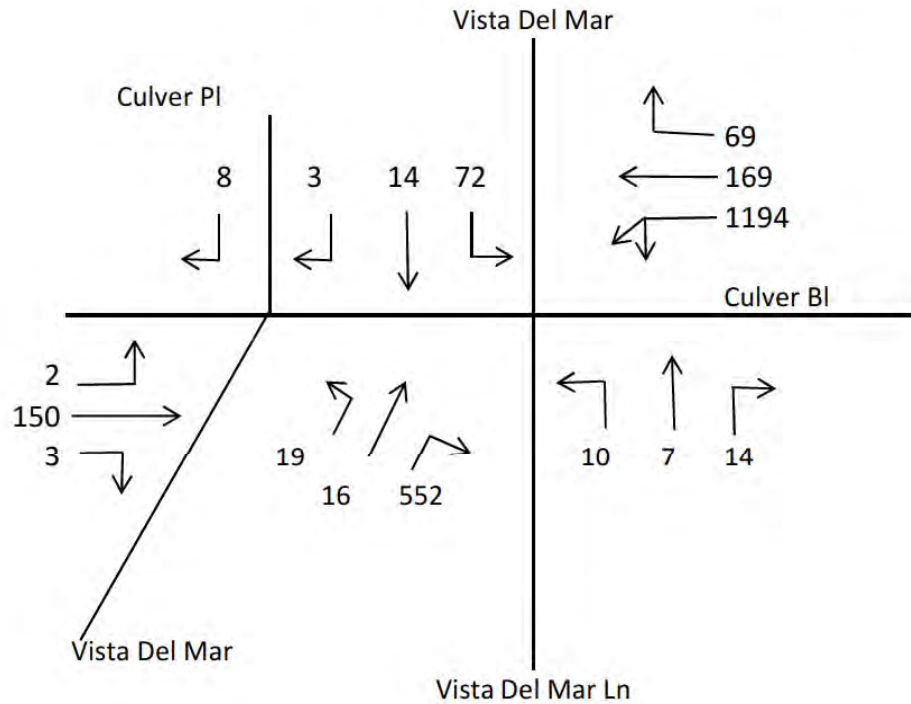
4. $66 + (18 + 21 + 128)$ or $18 + (66 + 10 + 1)$

Critical Volumes = $314 + 688 + 80 + 233 = 1315$

$$\begin{aligned} V/C &= \frac{1315}{1375} = \\ &= 0.956 - 0.10 = 0.856 \text{ LOS D} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$

CMA METHODOLOGY
 CUMULATIVE (2019) WITH CONSTRUCTION ACTIVITY (ALTERNATIVE 3)
 PM PEAK HOUR

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



1. 1194×0.55 or $(169 + 69)$
2. $(19 + 16 + 552) \times 0.55$
3. $\frac{(2 + 150 + 3)}{2}$
4. $72 + (10 + 7 + 14)$ or $10 + (72 + 14 + 3)$

$$\text{Critical Volumes} = 657 + 323 + 78 + 103 = 1161$$

$$\begin{aligned} V/C &= \frac{1161}{1375} = \\ &= 0.844 - 0.10 = 0.744 \text{ LOS C} \\ &\quad \text{ATSAC/ATCS} \end{aligned}$$