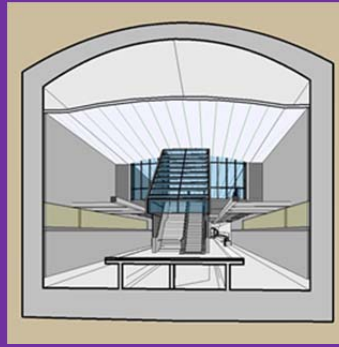


LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
WESTSIDE PURPLE LINE EXTENSION PROJECT, SECTION 2
ADVANCED PRELIMINARY ENGINEERING

Contract No. PS-4350-2000



Traffic Management Plan (Draft)

Task No. 52.02.040.01A

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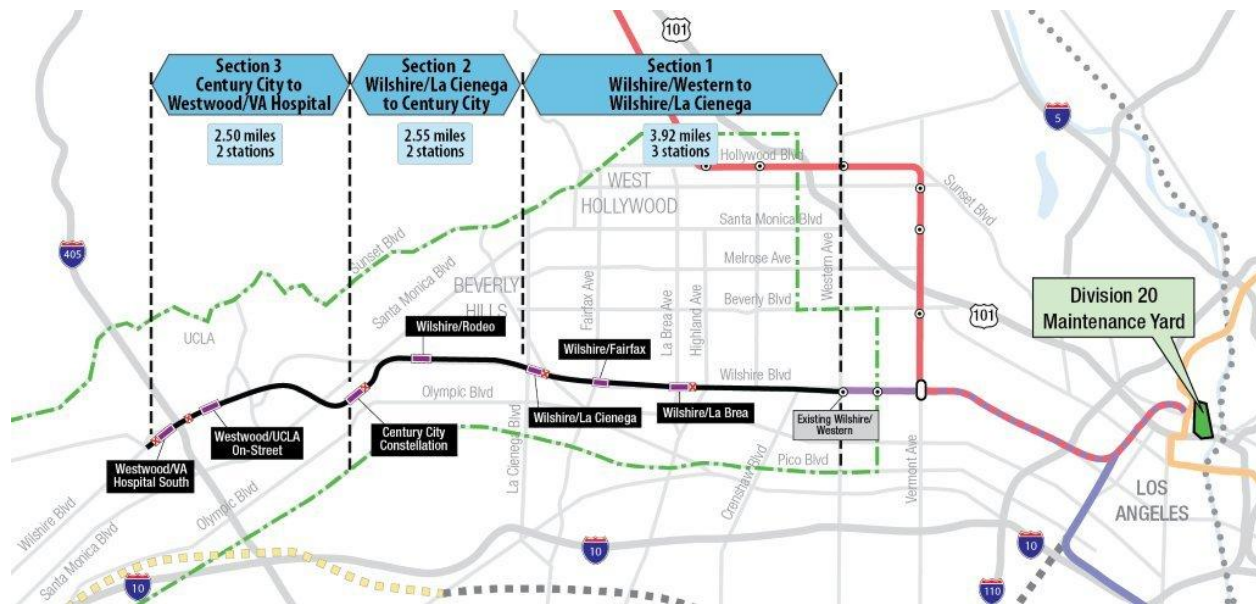
APPENDIX C EXISTING LEVEL OF SERVICE CONDITIONSC-1

1.0 PROJECT DESCRIPTION & PURPOSE OF TRAFFIC MANAGEMENT PLAN (TMP)

1.1 Project Description

The Westside Subway Extension is an extension of the Metro Purple Line along the Wilshire Boulevard corridor in Los Angeles County. Section 2 of the Project extends approximately 2.55 miles underground beneath Wilshire Boulevard and Constellation Boulevard from the west end of the La Cienega Station tail tracks in the vicinity of the intersection of Wilshire Boulevard and Stanley Drive. Section 2 lies within two local jurisdictions – the City of Los Angeles, and the City of Beverly Hills and follows an east-west alignment with one underground station located beneath Wilshire Boulevard near Rodeo Drive before heading southwest to Constellation Boulevard with one underground station located beneath Constellation Boulevard at Avenue of the Stars – see Figure 1-1. Each Station will be constructed by cut and cover within the street right of way. Soldier piles and lagging have been assumed for excavation support but the eventual shoring system will be determined by the Contractor. The station excavations will be decked over to maintain traffic during tunneling and the station construction.

Figure 1-1: Project Map



1.2 Purpose of TMP

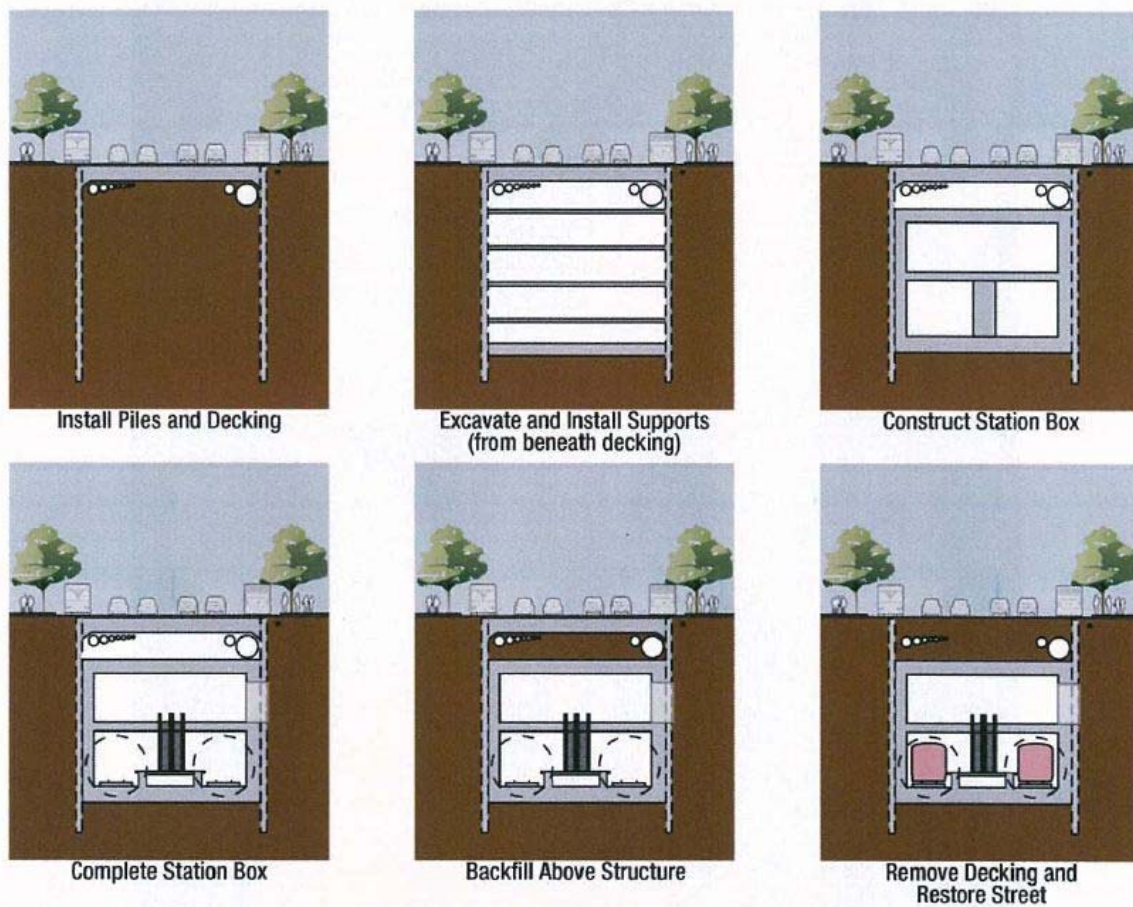
Due to the significant time required to set up traffic control, mobilize large pile drilling rigs and supporting equipment and restore streets on a daily basis, it is impractical to mobilize and demobilize equipment each day to keep all traffic lanes open for peak hour traffic. Metro is submitting this Traffic Management Plan, including work area traffic control plans (WTCP), and Temporary Signal Plans to obtain peak hour exemption permits for soldier pile installation. Permits from both City of Los Angeles and the City of Beverly Hills are needed prior to February of 2016, the close of the bid period for Contract C1120 - Section 2 Design Build.

2.0 CONSTRUCTION APPROACH FOR SOLDIER PILE INSTALLATION

The construction approach is to install the soldier piles in stages, closing one side of the street at a time to create a construction work site of sufficient size to position the piling rig and supporting equipment whilst maintaining one lane of traffic in each direction. The exception to this approach is during pile installation at the street intersections. For major intersections the piles will be installed across the intersection in stages during weekends, maintaining traffic in both directions and along intersecting streets, but with some restrictions on left and right turns. For minor intersections, the intersection will be temporarily closed during pile installation and a restriction will be placed on entering or exiting adjoining streets via Constellation Boulevard. For driveways and entrances to parking garages, pile installation will be phased where possible to allow the driveway to remain in service, or carried out during times (nights and weekends) when driveways can be closed.

Once the piles are installed, the street will be partially excavated to a depth of approximately 8 to 12 feet and the street will be decked over. The decking installation will be performed in stages during weekend closures with the street reopened for Monday morning traffic. A typical cut and cover construction approach is shown in Figure 2-1.

Figure 2-1: Cut and Cover Construction Approach



3.0 CENTURY CITY CONSTELLATION STATION

Tunneling lies on the Critical Path for the project. Advancing the excavation of the east end of the station box permits tunneling to begin earlier. To do so, the most easterly 250 feet of the station box, called the Launch Box, will be excavated first to expedite launching of the TBM. To clear the Launch Box pile corridor, advanced utility relocations will be undertaken. While piling of the Launch Box is under way, utility relocations for the remainder of the station box will continue concurrently.

Once utility relocations west of the Launch Box are complete, piling and street decking for the remainder of the Constellation Station will proceed.

3.1 Construction Durations

The construction durations for soldier pile installation are based on obtaining peak hour exemptions. Due to the size of equipment and the extensive traffic control required to set up the necessary lane closures, it is not practical to perform the pile drilling without peak hour exemptions. It is assumed that pile drilling will be conducted during normal City of Los Angeles Work hours with the peak hour exemption. Construction durations for pile drilling at Century City/Constellation in the City of Los Angeles are based on the following work hours.

- Pile drilling - Monday through Friday. 07:00 to 21:00 with other work continuing beyond 21:00 under a night-time noise variance.
- Pile drilling Saturday. Pile drilling Sundays. 08:00 to 18:00 with other work continuing on beyond 18:00 under a night-time noise variance. Pile drilling and pile installation in the intersection of Constellation Boulevard with Avenue of the Stars and across major underground parking garage entrances is assumed to occur during weekends with continuous work authorized between 21:00 on Friday through 06:00 on the following Monday morning.

Construction durations also depend on the productivity achieved in drilling piles, which can vary greatly depending on the nature of the ground, obstructions encountered, ground water inflow and other unforeseen conditions. Ten hours drilling per pile has been assumed for the Launch Box. Fifteen hours drilling per pile has been assumed for the longer piles required in the Station Box.

4.0 STAGES OF CONSTRUCTION FOR SOLDIER PILE INSTALLATION

Installation of the soldier piles and decking along Constellation Boulevard at the Century City/Constellation Station will take place during ten major construction stages. The following sections present a description of each major construction stage at each construction site location. The traffic control plan exhibits showing details of the proposed stages of construction are presented in Appendix A.

The traffic control elements common to all stages of work will include:

- Removal of conflicting signage and striping.
- Installation of K-rails and crash cushions per approved.
- Installation of channelizers, delineators and barricades per approved.
- Installation of signs, advance warning devices, flashing arrow boards and portable changeable signs as required.

4.1 Constellation Station

The construction stages for soldier pile installation at Century City/Constellation Station are shown in Figure 4-1. The anticipated sequence of soldier pile installation and durations at Century City/Constellation Station is summarized in Figure 4-2. Activity durations are based on 10 hours drilling time per pile for launch box piles and 15 hours per pile for the station piles

Figure 4-1: Soldier pile construction stages at Century City/Constellation Station

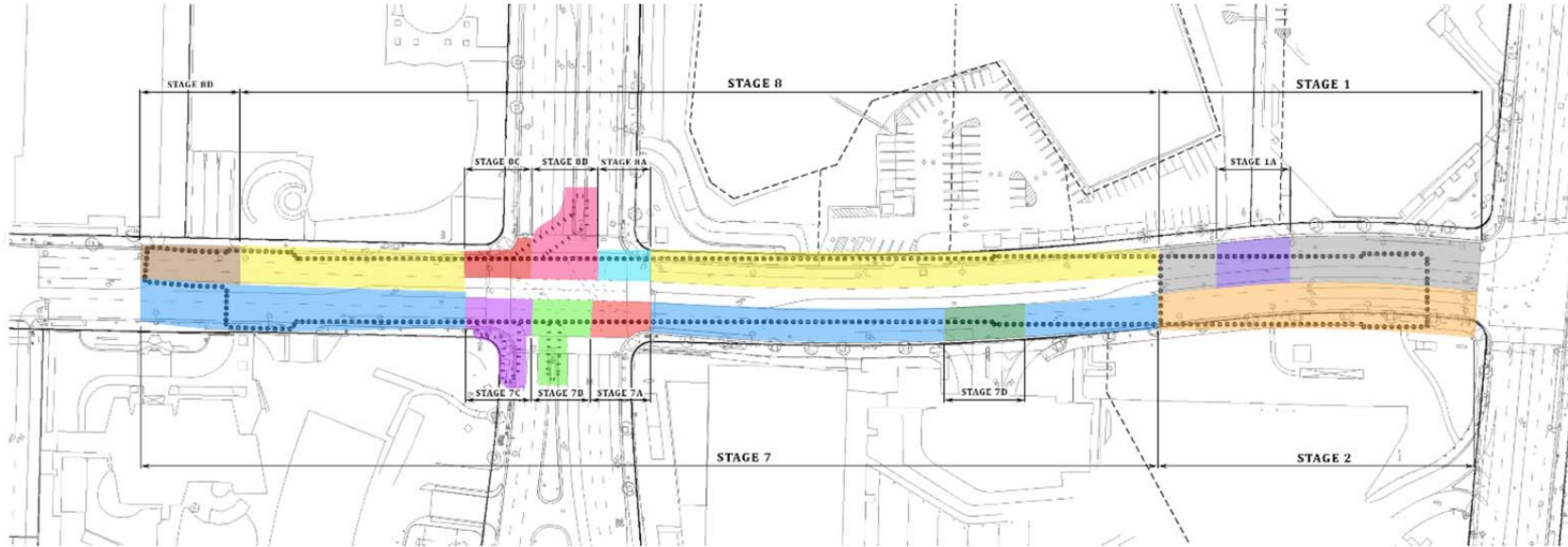
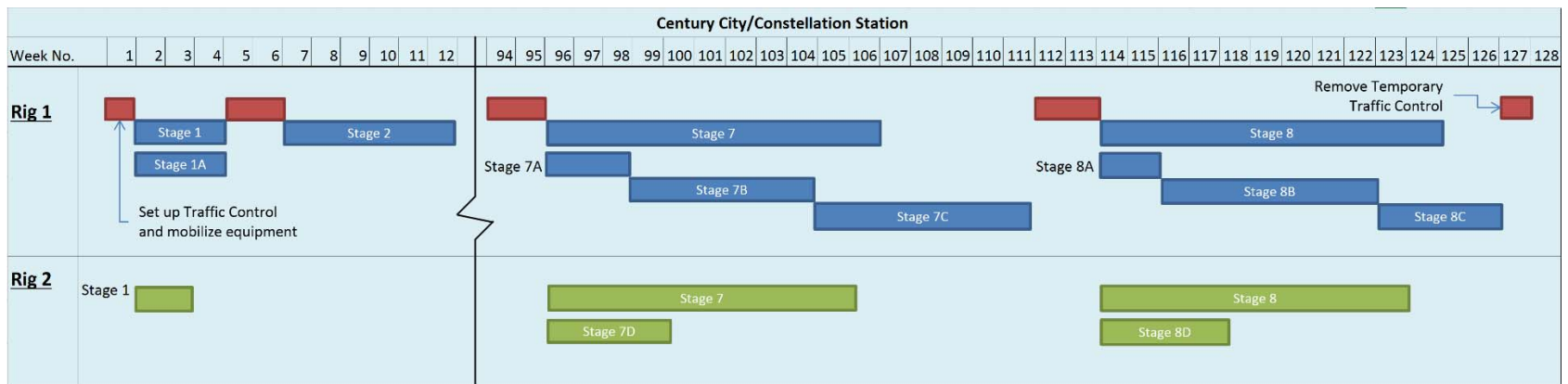


Figure 4-2: Soldier Pile installation schedule at Century City/Constellation Station



4.1.1 Work in Advance of Piling and Decking

The advance work will serve to clear utilities out of the pile corridor and decking for the Launch Box. In the first phase, telecommunication lines will be moved into a single joint trench. In the second phase, water and gas lines will be relocated concurrently with AT&T cable pulling and splicing at the joint trench. Work on both can be completed concurrently by closing the north lanes and maintaining traffic flow on the south of the street with two lanes in each direction. The water and SCG lines will connect to the existing service lines once clear of the Launch Box. Power relocations will follow the completion of water and SCG relocations. Both phases only require Watch Manual for traffic control and will not require the use of K-rail.

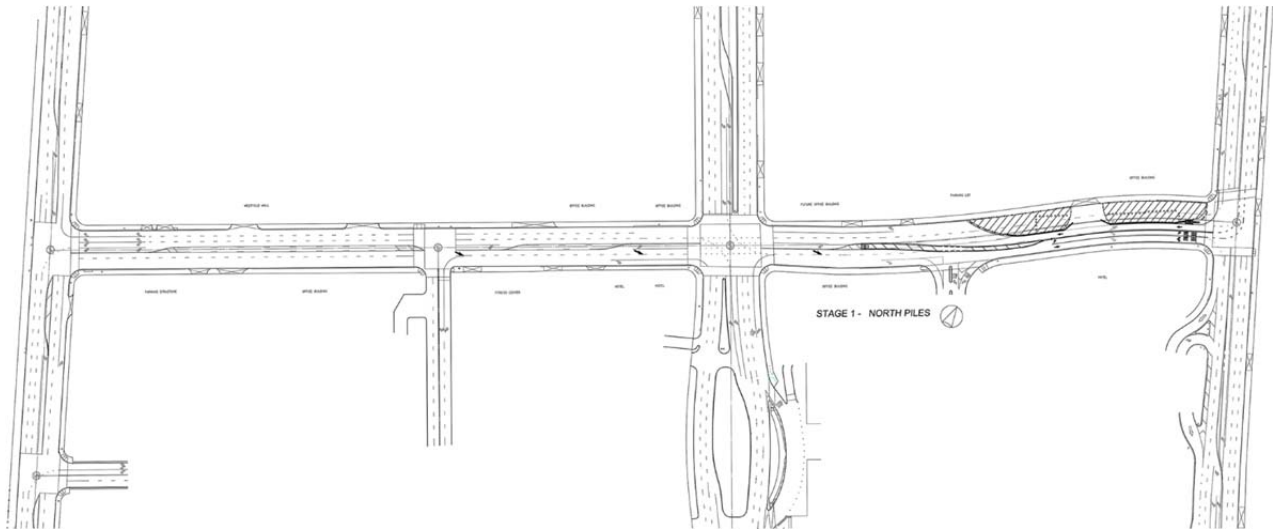
4.1.2 Stage 1: Launch Box Piling – North Side

Work area during this stage will be along the north side of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard. Traffic will be moved to the south side of Constellation Boulevard. The affected travel control zone will extend from Solar Way to Century Park East. Due to the size of the pile drilling and support equipment, the work area will remain in-place for an extended period of time, requiring an exemption from L.A.M.C. 62.61 from the Bureau of Engineering (LABOE) for work performed during peak hours. The traffic control elements in this stage will include:

- Reconfiguration of travel lanes to one lane each direction along the east end of Constellation Boulevard and with a left turn pocket to northbound Century Park East
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Relocation of bus stops within work areas
- Maintain local access to businesses at all times.
- Maintain pedestrian access on north and south sides of the street at all times.

All pile drilling performed during this stage will occur during normal working hours; Monday – Friday 07:00 to 21:00 and Saturday from 08:00 to 18:00. Metro will request a night time noise variance to work additional hours at the end of these shifts for non-drilling activities such as pile setting, concreting, trenching. The proposed staging is presented in Figure 4-3.

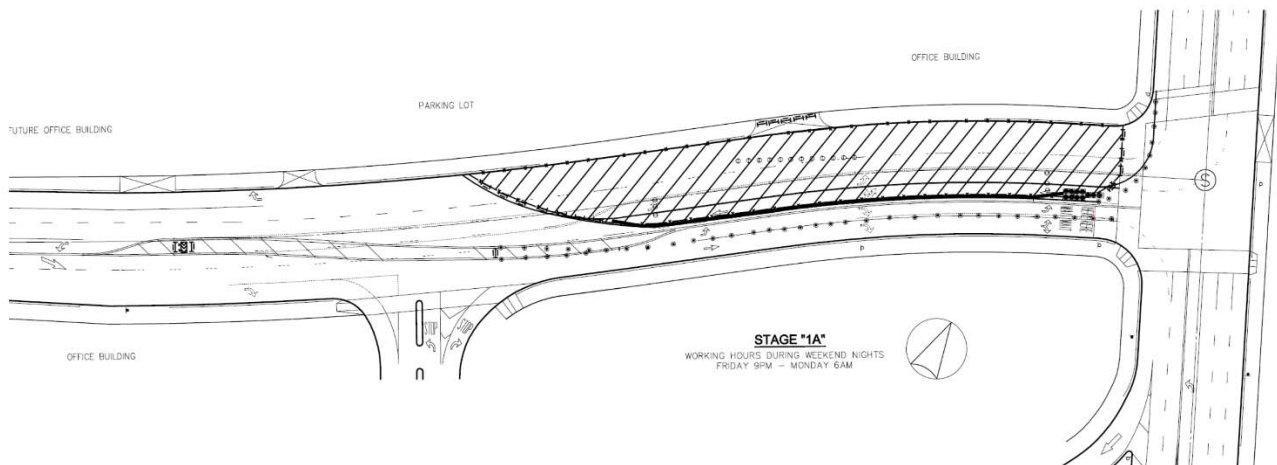
Figure 4-3: Closure for Launch Box Piling, North Side at Constellation/Century City Station



4.1.3 Stage 1A: Launch Box Piling – North Side

Work area during this stage (Figure 4-4) will be along the north side of Constellation Boulevard across the entrance to the Watt Plaza alley. The work during this stage will require the closure of the Constellation Boulevard entrance to the Watt Plaza alley. An alternate entrance on Century Park East will remain open. Pedestrian access will be maintained on both sides of Constellation Boulevard throughout this stage. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with access to the alley from Constellation Boulevard becoming available on Monday 6:00 am. Constellation Boulevard will have minimum of one travel lane available in each direction.

Figure 4-4: Closure for Launch Box Piling, North Side at Constellation/Century City Station



4.1.4 Stage 2: Launch Box Piling – South Side and Utility Relocations

Work area during this stage will be along the south side of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard for pile installation, and along the north side of Constellation Boulevard between the Watt Plaza alley at 10131

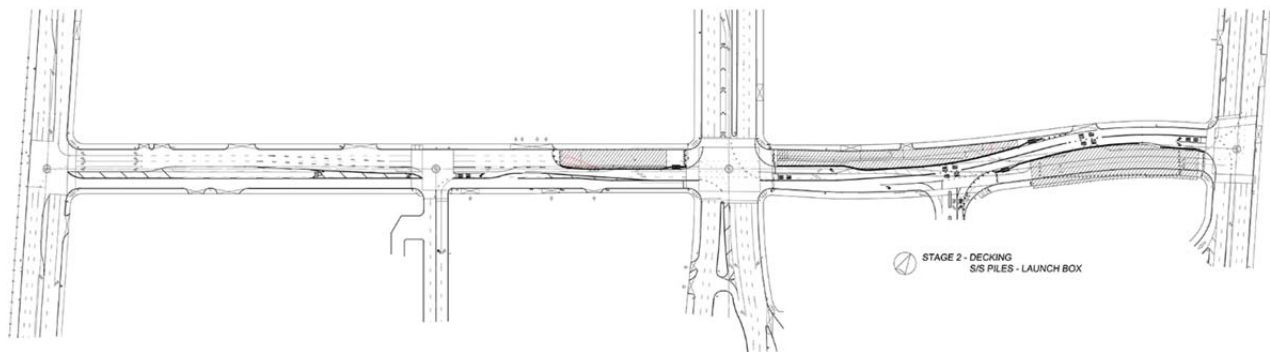
Constellation Boulevard and Solar Way for utility relocation work. The affected travel control zone will extend between Century Park West and Century Park East. Due to the size of the pile drilling and support equipment, the work area will remain in-place for an extended period of time, requiring an exemption from L.A.M.C. 62.61 from the Bureau of Engineering (LABOE) for work performed during peak hours. The traffic control elements in this stage will include:

- Reconfiguration of travel lanes to one lane each direction along Constellation Boulevard between Century Park West and Century Park East.
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Relocation of bus stops within work areas.
- Maintain local access to businesses at all times.
- Relocation of valet parking for Craft Restaurant at 10100 Constellation Boulevard to Avenue of the Stars.
- Maintain pedestrian access on north side of the street at all times.
- With the exception of the section of sidewalk along the south of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard, maintain pedestrian access on south side of the street at all times. Pedestrian access to the south of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard shall be restored upon completion of pile construction work on the sidewalk.

All pile drilling performed during this stage will occur during normal working hours; Monday – Friday 07:00 to 21:00 and Saturday from 08:00 to 18:00. Metro will request a night time noise variance to work additional hours at the end of these shifts for non-drilling activities such as pile setting, concreting, trenching.

While piling is underway in the work zone on the south of Constellation Boulevard near the Century Park East intersection, utility relocations will be taking place in the work zone on the north of Constellation Boulevard between Solar Way and the Watt Plaza alley at 10131 Constellation Boulevard to clear the remainder of the pile corridor. The proposed staging is presented in Figure 4-5.

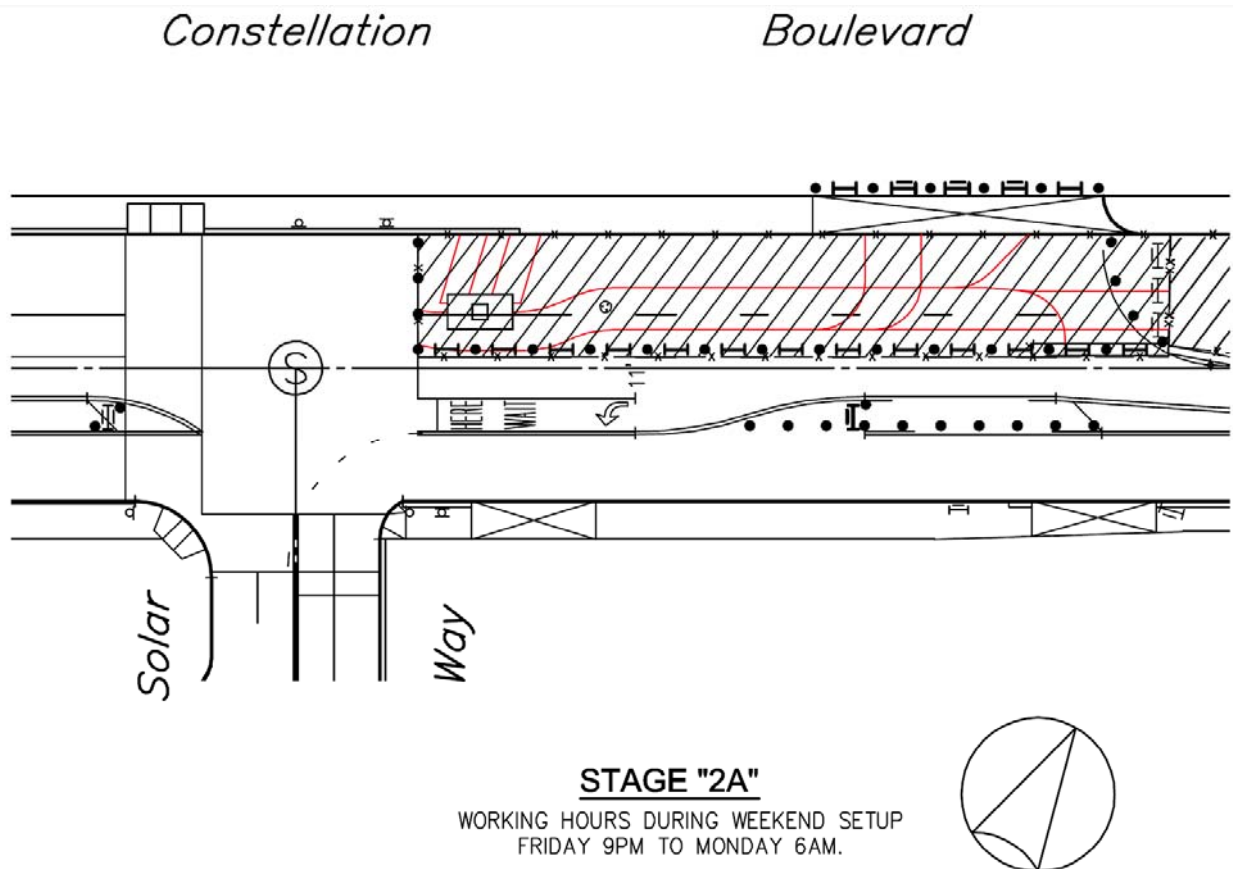
Figure 4-5: Closure for Launch Box Piling, South Side at Constellation/Century City Station



4.1.5 Stage 2A: Launch Box Piling – South Side and Utility Relocations with Weekend Closure

Work area during this stage (Figure 4-6) will be along Constellation Boulevard between Solar Way and the parking garage entrance to 1999 Avenue of the Stars and will require a weekend closure of this section of Constellation Boulevard. The work during this stage will require the closure of the underground parking garage at 1999 Avenue of the Stars for utility relocations. Pedestrian access will be maintained on the north side of Constellation Boulevard throughout this stage. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with access to the parking garage from Constellation Boulevard becoming available on Monday 6:00 am.

Figure 4-6: Closure for Launch Box Piling, South Side and Utility Relocations with Weekend Closure



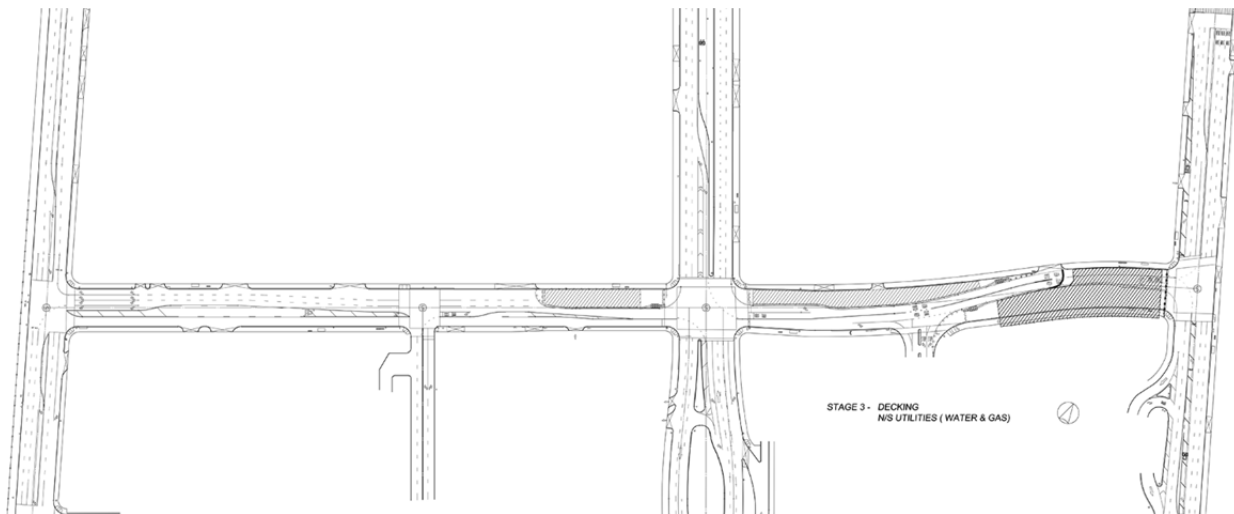
4.1.6 Stage 3: Launch Box Decking

Work area during this stage will be the full width of Constellation Boulevard between Century Park East and the Watt Plaza at 10131 Constellation Boulevard and extending on the south side of Constellation Boulevard to the entrance to the underground parking structure at 10100 Constellation Boulevard for decking installation, and along the north side of Constellation Boulevard between the Watt Plaza alley at 10131 Constellation Boulevard and Solar Way for utility relocation work. The affected travel control zone will extend from Century Park West to Century Park East. Eastbound traffic on Constellation Boulevard will be detoured before crossing Avenue of the Stars, with only local access traffic permitted to continue straight through Avenue of the Stars to the underground parking garage at 10100

Constellation Boulevard. The proposed staging is presented in Figure 4-7. Access will be maintained to all driveways, alleys, and garage entrances. The traffic control elements in this stage will include:

- Reconfiguration of travel lanes to one lane each direction along Constellation Boulevard between Century Park West and Watt Plaza Alley.
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Prohibition of turns onto Constellation Boulevard from Century Park East.
- Maintain local access to businesses at all times.
- Maintain pedestrian access on both sides of the street at all times except for the south sidewalk between Century Park East and 10100 Constellation Boulevard, which will be closed.

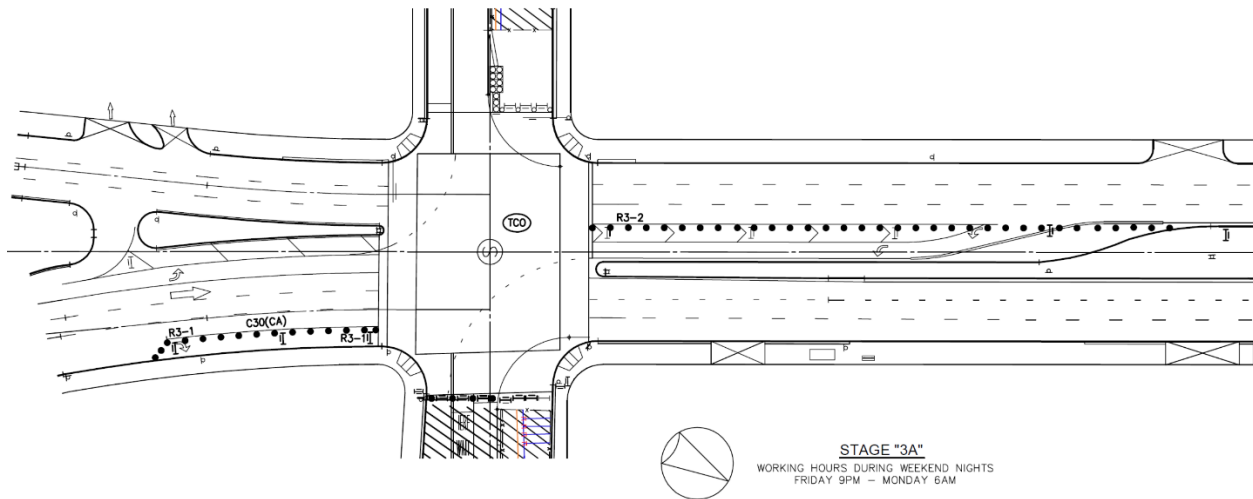
Figure 4-7: Full Closure for TBM Assembly and Launch at Constellation/Century City Station



4.1.7 Stage 3A: Launch Box Decking – Weekend Closure

Work area during this stage (Figure 4-8) will be along Constellation Boulevard between Avenue of the Stars and Century Park East and will require the full closure of this section of Constellation Boulevard. The work during this stage will require the closure of the Constellation Boulevard entrance to the Watt Plaza alley and the entrance to the underground parking garage at 10100 Constellation Boulevard. Pedestrian access will be maintained on the north side of Constellation Boulevard throughout this stage. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with access to the alley from Constellation Boulevard becoming available on Monday 6:00 am.

Figure 4-8: Full Closure for TBM Assembly and Launch at Constellation/Century City Station



4.1.8 Stage 4: Launch Box Excavation

Work area during this stage will be along the south side of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard, as well as along the north side of Constellation Boulevard between the Watt Plaza alley at 10131 Constellation Boulevard and Solar Way. The affected travel control zone will extend between Century Park West and Century Park East. Due to the usage of heavy equipment, intense effort, continual production requirement in limited space during this stage, the work area will remain in-place for an extended period of time thus requiring an exemption from L.A.M.C. 62.61 from the Bureau of Engineering (LABOE) for work performed during peak hours. The traffic control elements in this stage will include:

- Reconfiguration of travel lanes to one lane each direction along Constellation Boulevard between Century Park West and Century Park East.
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Relocation of bus stops within work areas.
- Relocation of valet parking for Craft Restaurant at 10100 Constellation Boulevard to Avenue of the Stars.
- Maintain local access to businesses at all times.
- Maintain pedestrian access on north and south sides of the street at all times, except for the south sidewalk on Constellation Boulevard between 10100 Constellation Boulevard and Century Park East, which will be closed during this stage.

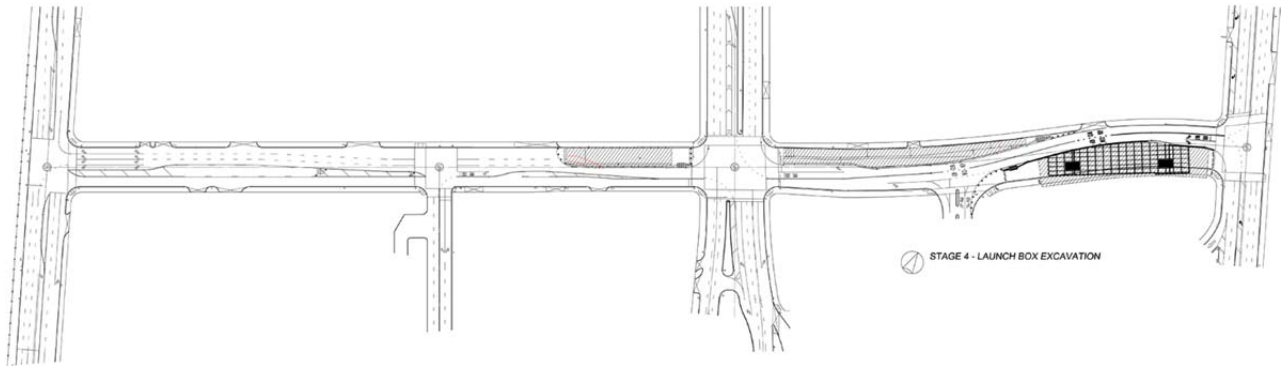
Excavation activities performed during this stage will occur during normal working hours; Monday – Friday 07:00 to 21:00 and Saturday from 08:00 to 18:00. Metro will request a night time noise variance to work additional hours at the end of these shifts.

While Launch Box excavation is underway in the work zone on the south of Constellation Boulevard near the Century Park East intersection, utility relocations will be taking place in the work zone on the north

of Constellation Boulevard between Solar Way and the Watt Plaza alley at 10131 Constellation Boulevard to clear the remainder of the pile corridor.

Haul trucks will enter the construction zone just to the east of 10100 Constellation Boulevard to be loaded with excavated material. They will leave through the east end of the construction zone and turn left onto Century Park East. The proposed staging is presented in Figure 4-9.

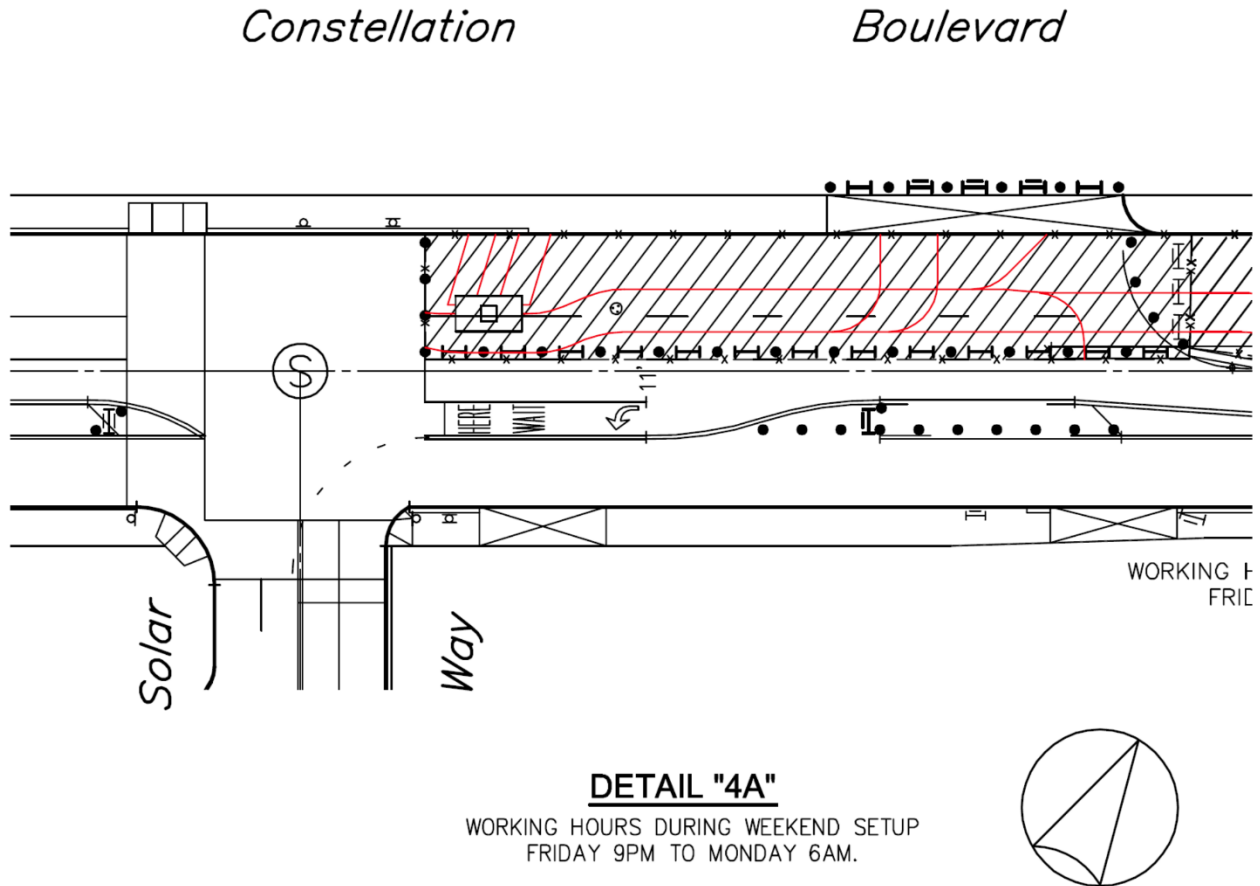
Figure 4-9: Closure for Launch Box Excavation at Constellation/Century City Station



4.1.9 Stage 4A: Launch Box Excavation – Weekend Closure

Work during this stage will consist of utility relocations at the parking garage entrance to 1999 Avenue of the Stars. The work area will extend into three eastbound lanes requiring shifting of traffic lanes to the south side of Constellation Boulevard and restriction of all turns into and out of the parking garage. Pedestrian access will remain open along the North of Constellation Boulevard throughout this stage. All work performed during this stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday 6:00 am. Constellation Boulevard will have a minimum of one travel lane available in each direction. Left turns onto Solar Way will be maintained. The proposed staging is presented in Figure 4-10.

Figure 4-10: Full Closure for TBM Assembly and Launch at Constellation/Century City Station



4.1.10 Stage 5: TBM Launch

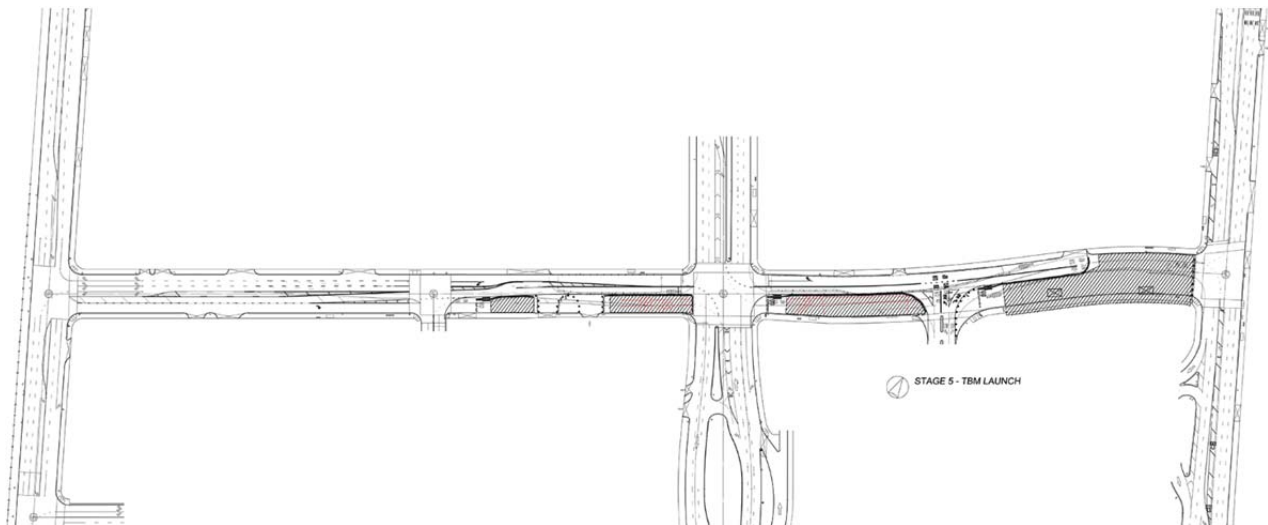
Work area during this stage (Figure 4-11) will be the full width of Constellation Boulevard between Century Park East and Watt Plaza alley and extending on the south side of Constellation Boulevard to the parking garage entrance to 10100 Constellation Boulevard. The south side of Constellation Boulevard between the underground parking garage entrance to 10100 Constellation Boulevard and Solar Way will also be closed during this stage for utility relocations.

Constellation Boulevard east of Avenue of the Stars will be closed to through traffic. Eastbound traffic on Constellation Boulevard will be detoured before crossing Avenue of the Stars, although local access only will be permitted to continue straight through Avenue of the Stars until having to enter the parking garage at 10100 Constellation Boulevard and Watt Plaza alley. Access will be maintained to all driveways, alleys, and garage entrances at all times.

The affected travel control zone will extend between Century Park West and Century Park East. Due to the usage of heavy equipment, intense effort, continual production requirement in limited space during this stage, the work area will remain in-place for an extended period of time thus requiring an exemption from L.A.M.C. 62.61 from the Bureau of Engineering (LABOE) for work performed during peak hours. The traffic control elements in this stage will include:

- Full closure of Constellation Boulevard east of Watt Plaza alley.
- Reconfiguration of travel lanes to one lane each direction along Constellation Boulevard between Century Park West and 10100 Constellation Boulevard.
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Prohibition of turns onto Constellation Boulevard from Century Park East.
- Relocation of bus stops within work areas.
- Relocation of valet parking for Craft Restaurant at 10100 Constellation Boulevard to Avenue of the Stars.
- Maintain local access to businesses at all times.
- Maintain pedestrian access on both sides of the street at all times except for the south sidewalk on Constellation Boulevard between 10100 Constellation Boulevard and Century Park East, which will be closed.

Figure 4-11: Full Closure for TBM Launch at Constellation/Century City Station



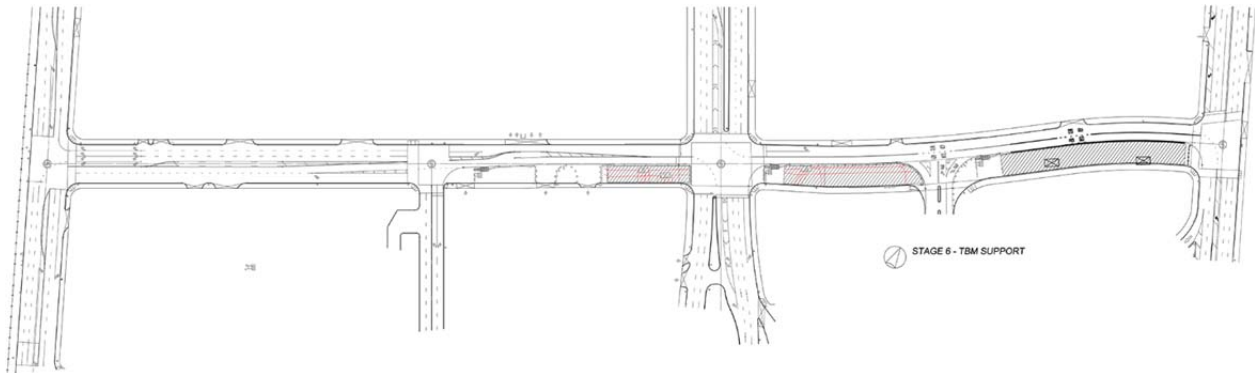
4.1.11 Stage 6: TBM Support

Work area during this stage (Figure 4-12) will be along the south side of Constellation Boulevard between Century Park East and the parking garage entrance to 10100 Constellation Boulevard. The south side of Constellation Boulevard between the underground parking garage entrance to 10100 Constellation Boulevard and Solar Way will also be closed during this stage for utility relocations. This will require moving traffic lanes over to the north side of Constellation Boulevard. The affected travel control zone will extend between Century Park West and Century Park East. Due to the usage of heavy equipment, intense effort, continual production requirement in limited space during this stage, the work area will remain in-place for an extended period of time thus requiring an exemption from L.A.M.C. 62.61 from the Bureau of Engineering (LABOE) for work performed during peak hours.

The traffic control elements in this stage will include:

- Reconfiguration of travel lanes to one lane each direction along Constellation Boulevard between Century Park West and Century Park East.
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Relocation of valet parking for Craft Restaurant at 10100 Constellation Boulevard to Avenue of the Stars.
- Relocation of bus stops within work areas.
- Maintain local access to businesses at all times.
- Maintain pedestrian access on both sides of Constellation Boulevard at all times.
- TBM Support work performed during this stage will 24 hours per day Monday through Saturday and on Sundays from 08:00 to 18:00. Metro will request a night time noise variance for work beyond regular work hours.

Figure 4-12: Full Closure for TBM Launch at Constellation/Century City Station



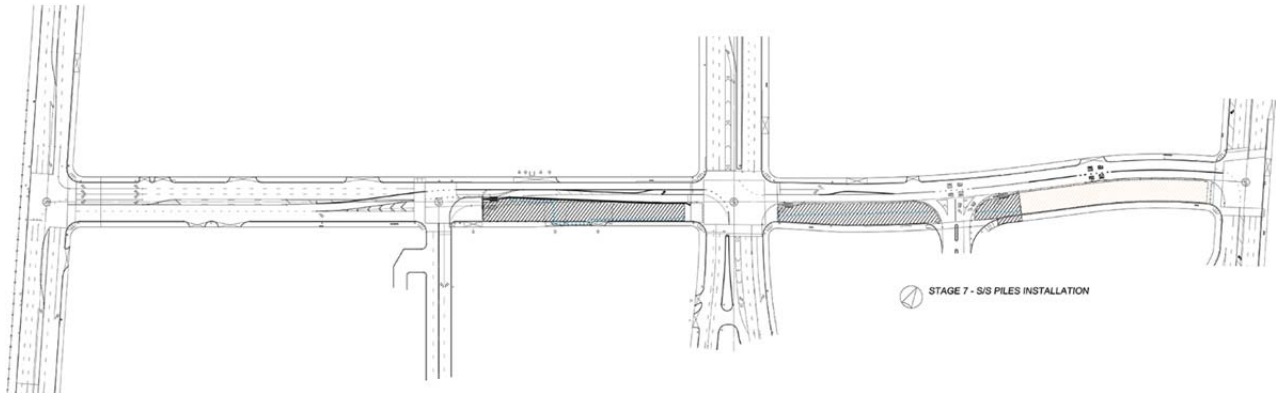
4.1.12 Stage 7: Station Box Piling – South Side

Work area during this stage (Figure 4-13) will be setup along the south side of Constellation Boulevard between Century Park East and Solar Way. This will require moving traffic lanes over to the north side of Constellation Boulevard. The affected travel control zone will extend along Constellation Boulevard between Century Park East and Century Park West. Due to the size of the pile drilling and support equipment, the work area will remain in-place for an extended period of time thus requiring an exemption from L.A.M.C. 62.61 from the Bureau of Engineering (LABOE) for work performed during peak hours. The traffic control elements in this stage will include:

- Reconfiguration of travel lanes to one lane each direction along Constellation Boulevard between Century Park West and Century Park East.
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Relocation of valet parking for Craft Restaurant at 10100 Constellation Boulevard to Avenue of the Stars.
- Relocation of bus stops within work areas.
- Closure of the Constellation Boulevard vehicle entrance to the Century Plaza Hotel.
- Closure of the eastern vehicle entrance to the Equinox Gym.

- Maintain local access to businesses at all times.
- Maintain pedestrian access on north side of the street at all times.
- Pedestrian access on the south sidewalk of Constellation Boulevard between Solar Way and Avenue of the Stars will be closed. All pile drilling performed during this stage will occur during normal working hours; Monday – Friday 07:00 to 21:00 and Saturday from 08:00 to 18:00. Metro will request a night time noise variance to work additional hours at the end of these shifts for non-drilling activities such as pile setting, concreting, trenching.

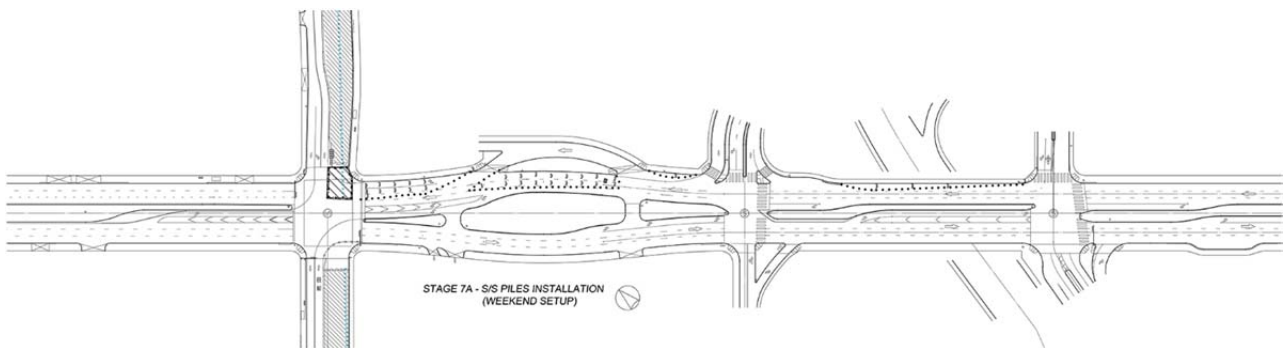
Figure 4-13: Closure for Station Box Piling, South Side at Constellation/Century City Station



4.1.13 Stage 7A

Work during this stage will consist of pile installation at the southeast corner of the intersection of Avenue of the Stars and Constellation Boulevard. Stage one work area will extend into two northbound lanes and one right turn lane, requiring shifting of traffic lanes along Avenue of the Stars. The affected travel control zone will extend along Avenue of the Stars between Constellation Boulevard and the ramps to eastbound Olympic Boulevard. Right turns from Avenue of the Stars onto Constellation Boulevard will be prohibited during this stage. The east leg crosswalk will be closed during this stage to accommodate the required work area. Pedestrian access will still be possible using the opposite side of street for crossing Constellation Boulevard. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday 6:00 am. Both Avenue of the Stars and Constellation Boulevard will have minimum of one travel lane available in each direction. The proposed staging is presented in Figure 4-14.

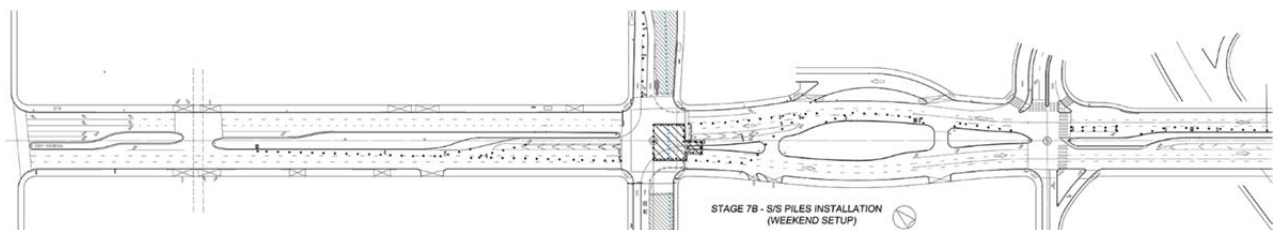
Figure 4-14: Closure for Station Box Piling, South Side at Constellation/Century City Station



4.1.14 Stage 7B

Work during this stage will consist of pile installation within the intersection of Constellation Boulevard and Avenue of the Stars in the middle lanes on Avenue of the Stars and the southern lanes of Constellation Boulevard. Northbound traffic on Avenue of the Stars will be directed toward the east side of the work area while southbound traffic will traverse on the west side of the work area. The affected travel control zone will extend along Avenue of the Stars between Santa Monica Boulevard and the ramps to eastbound Olympic Boulevard. Left turn movement for northbound Avenue of the Stars will be prohibited in addition to the prohibition of left turns onto Avenue of the Stars from westbound traffic on Constellation Boulevard. The south leg crosswalk will be closed during this stage to accommodate the required work area. Pedestrian access will still be possible using the opposite side of street for crossing Avenue of the Stars. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday 6:00 am. Both Avenue of the Stars and Constellation Boulevard will have minimum of one travel lane available in each direction. The proposed staging is presented in Figure 4-15.

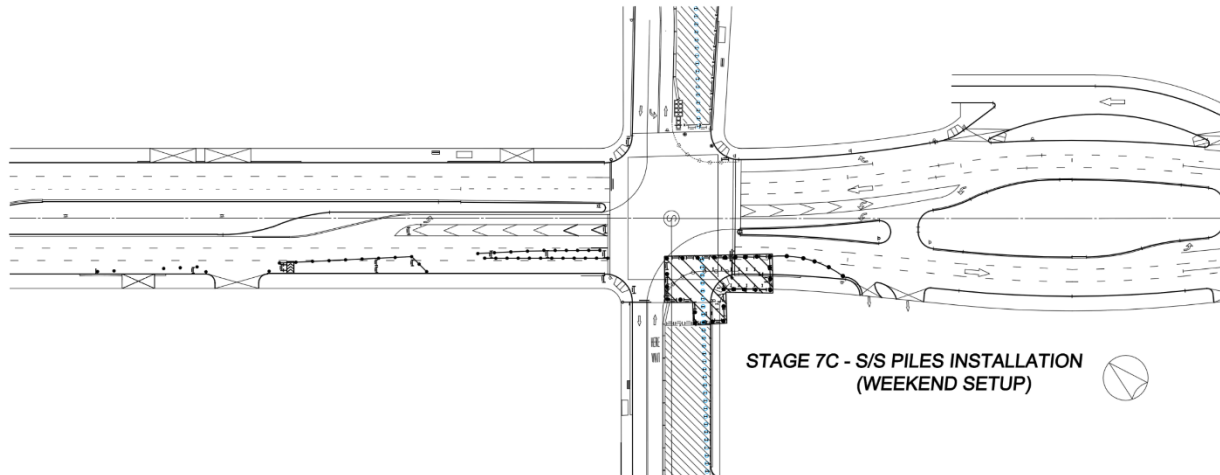
Figure 4-15: Closure for Station Box Piling, South Side at Constellation/Century City Station



4.1.15 Stage 7C

Work during this stage will consist of pile installation at the southwest corner of the intersection Avenue of the Stars and Constellation Boulevard. The work area will extend into two southbound lanes on Avenue of the Stars requiring shifting of traffic Lanes along Avenue of the Stars and restriction of right turns from eastbound Constellation Boulevard onto southbound Avenue of the Stars. The affected travel control zone will extend along Avenue of the Stars between Santa Monica Boulevard and Constellation Boulevard. The west leg and south leg crosswalks will be closed during this stage to accommodate the required work area. Pedestrian access will still be possible using the opposite sides of the street for crossing Avenue of the Stars and Constellation Boulevard. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday 6:00 am. Both Avenue of the Stars and Constellation Boulevard will have minimum of one travel lane available in each direction. The proposed staging is presented in Figure 4-16.

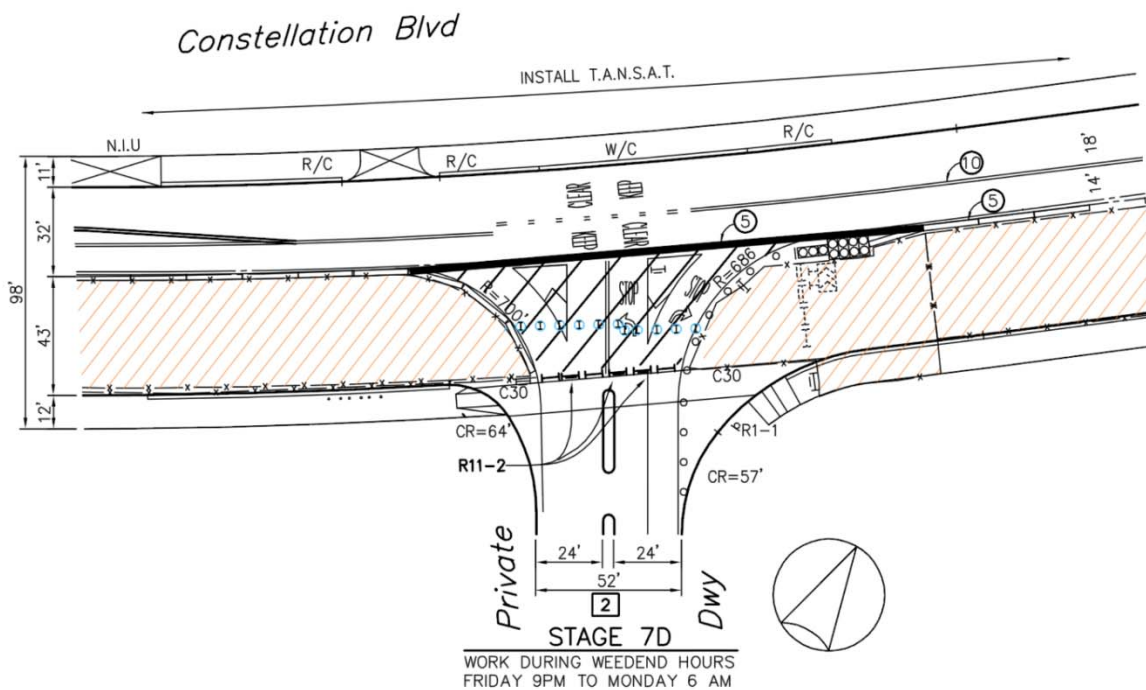
Figure 4-16: Closure for Station Box Piling, South Side at Constellation/Century City Station



4.1.16 Stage 7D

Work during this stage (Figure 4-17) will consist of pile installation at the parking garage entrance to 10100 Constellation Boulevard. The work area will extend into three eastbound lanes requiring shifting of traffic Lanes to the north side of Constellation Boulevard and restriction of all turns into and out of the parking garage. Pedestrian access will be restricted at the Work area, but the sidewalk along the north of Constellation Boulevard will be open. All work performed during this stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday 6:00 am. Constellation Boulevard will have a minimum of one travel lane available in each direction.

Figure 4-17: Closure for Station Box Piling, South Side at Constellation/Century City Station



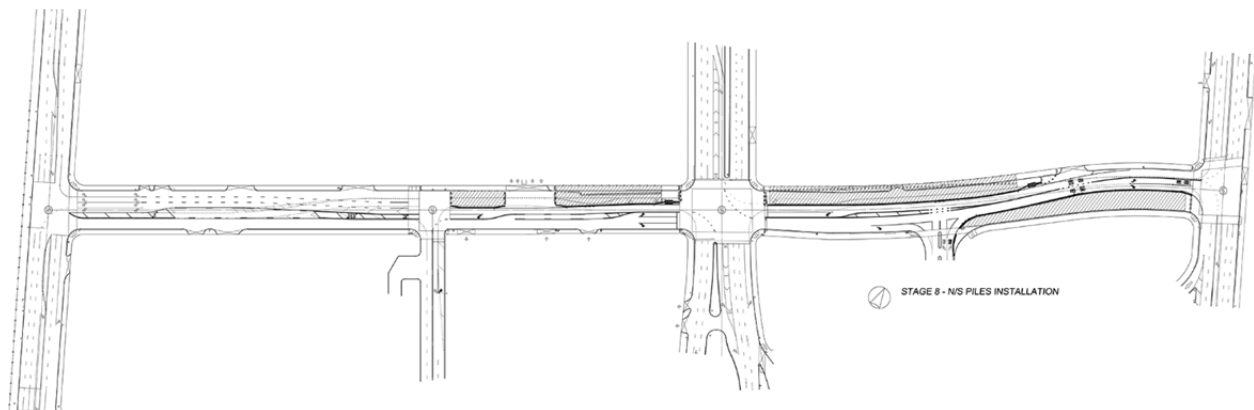
4.1.17 Stage 8: Station Box Piling – North Side

Work area during this stage (Figure 4-18) will be setup along the north side of Constellation Boulevard between Solar Way and the Watt Plaza alley, as well as along the south side of Constellation Boulevard between the parking garage entrance at 10100 Constellation Boulevard and Century Park East. This will require moving traffic lanes over to the south side of Constellation Boulevard between Solar Way and the parking garage entrance at 10100 Constellation Boulevard, and to the north side of Constellation Boulevard between Watt Plaza alley and Century Park East. The affected travel control zone will extend between Century Park East and Century Park West. Due to the size of the pile drilling and support equipment, the work area will remain in-place for an extended period of time thus requiring an exemption from L.A.M.C. 62.61 from the Bureau of Engineering (LABOE) for work performed during peak hours. The traffic control elements in this stage will include:

- Reconfiguration of travel lanes to one lane each direction along Constellation Boulevard between Century Park East and Solar Way.
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Relocation of valet parking for Craft Restaurant at 10100 Constellation Boulevard to Avenue of the Stars.
- Relocation of bus stops within work areas.
- Maintain local access to businesses at all times.
- Maintain pedestrian access on south side of the street at all times.
- With the exception of the section of the sidewalk section between Avenue of the Stars and the Watt Plaza Alley and the sidewalk between Solar Way and Avenue of the Stars, maintain pedestrian access on north side of the street at all times. Pedestrian access to the impacted sections of sidewalk shall be restored upon completion of pile construction work.

All pile drilling performed during this stage will occur during normal working hours; Monday – Friday 07:00 to 21:00 and Saturday from 08:00 to 18:00. Metro will request a night time noise variance to work additional hours at the end of these shifts for non-drilling activities such as pile setting, concreting and trenching.

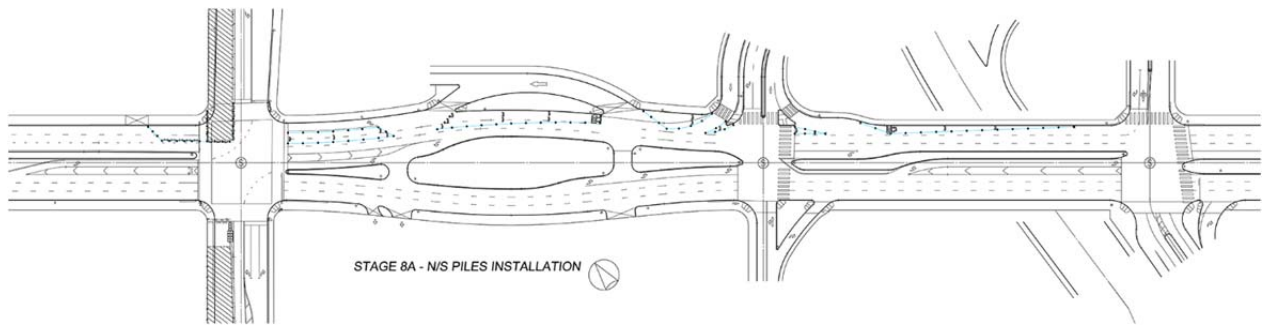
Figure 4-18: Closure for Station Box Piling, North Side at Constellation/Century City Station



4.1.18 Stage 8A

Work during this stage (Figure 4-19) will consist of pile installation at the northeast corner of Avenue of the Stars and Constellation Boulevard. The work area will extend into two northbound lanes on Avenue of the Stars requiring shifting of traffic Lanes along Avenue of the Stars. The affected travel control zone will extend along Avenue of the Stars between Constellation Boulevard and the ramps to eastbound Olympic Boulevard. Right turns from westbound Constellation Boulevard onto northbound Avenue of the Stars will be prohibited during this stage. The east and north legs of the crosswalk will be closed during this stage to accommodate the required work area. Pedestrian access will still be possible using the opposite sides of the street to cross Avenue of the Stars and Constellation Boulevard. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday 6:00 am. Both Avenue of the Stars and Constellation Boulevard will have minimum of one travel lane available in each direction.

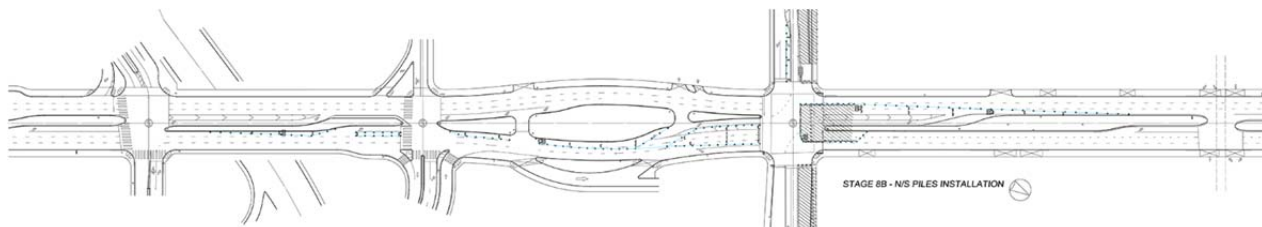
Figure 4-19: Closure for Station Box Piling, North Side at Constellation/Century City Station



4.1.19 Stage 8B

Work during this stage (Figure 4-20) will consist of installing piles within the intersection of Constellation Boulevard and Avenue of the Stars in the middle lanes on Avenue of the Stars and the northern lanes of Constellation Boulevard. Southbound traffic on Avenue of the Stars will be directed toward the west side of the work area while northbound traffic will traverse on the east side of the work area. The affected travel control zone will extend along Avenue of the Stars between Santa Monica Boulevard and the ramps to eastbound Olympic Boulevard. Left turn movement for southbound Avenue of the Stars will be prohibited in addition to the prohibition of left turns for eastbound Constellation Boulevard at the intersection. In addition the north leg crosswalk will be closed during this stage to accommodate the required work area. Pedestrian access will still be possible using the opposite side of street to cross Avenue of the Stars. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday 6:00 am. Both Avenue of the Stars and Constellation Boulevard will have minimum of one travel lane available in each direction.

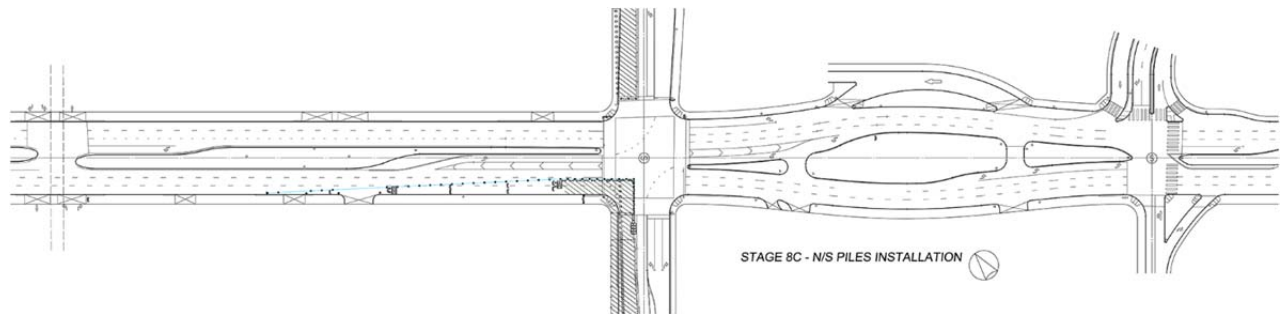
Figure 4-20: Closure for Station Box Piling, North Side at Constellation/Century City Station



4.1.20 Stage 8C

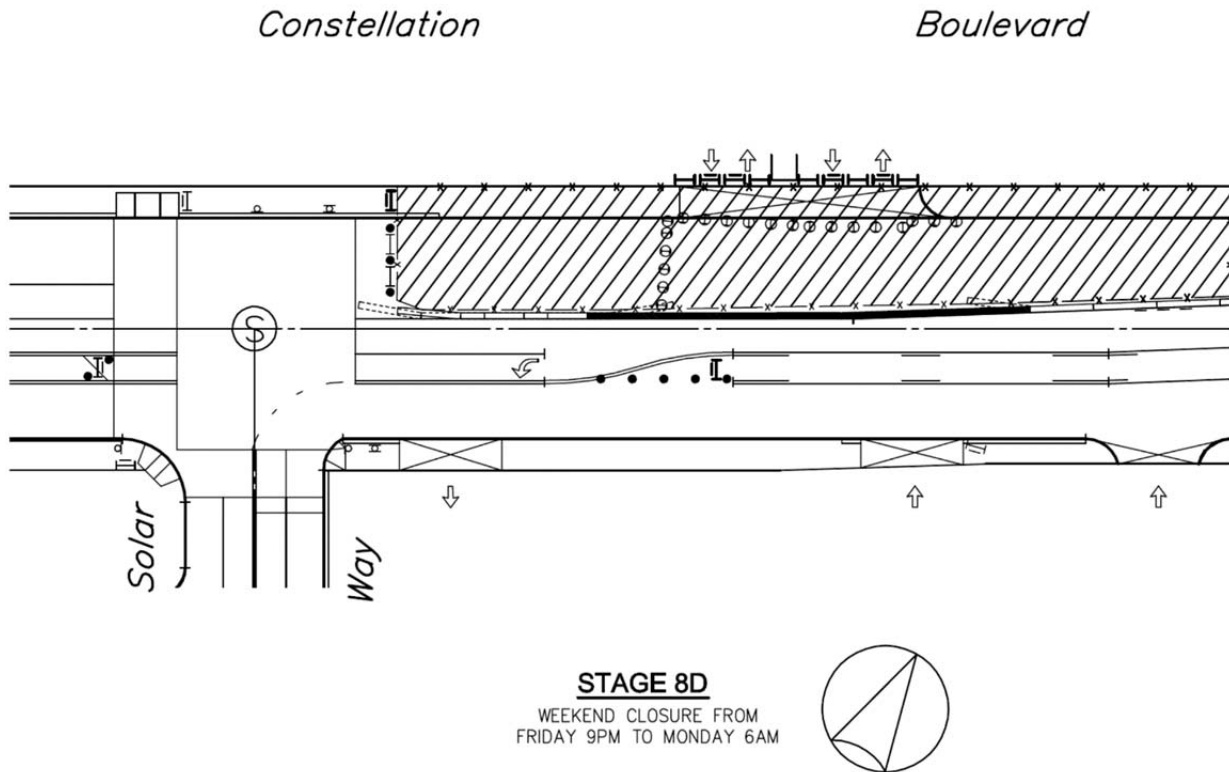
Work during this stage (Figure 4-21) will consist of pile installation at the northwest corner of the intersection of Avenue of the Stars and Constellation Boulevard. The work area will extend into two southbound lanes of Avenue of the Stars, requiring shifting of traffic lanes along Avenue of the Stars and restriction of all right turns onto westbound Constellation Boulevard. The affected traffic control zone will extend along Avenue of the Stars between Santa Monica Boulevard and Constellation Boulevard. The north and west leg crosswalks will be closed during this stage to accommodate the required work area. Pedestrian access will still be possible using the opposite sides of street to cross Avenue of the Stars and Constellation Boulevard. All work performed during stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday 6:00 am. Both Avenue of the Stars and Constellation Boulevard will have minimum of one travel lane available in each direction.

Figure 4-21: Closure for Station Box Piling, North Side at Constellation/Century City Station



4.1.21 Stage 8D

Work during this stage (Figure 4-22) will consist of pile installation at the parking garage entrance to the Sun America Building at 1999 Avenue of the Stars and the service ramp for Westfield Mall. The Stage 8 work area will be temporarily extended across the parking garage entrance and service ramp during weekend closures. Pedestrian access will be restricted at the Work area, but the sidewalk along the south of Constellation Boulevard will remain open. All work performed during this stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with the parking garage entrance and service ramp becoming operational on Monday 6:00 am. Constellation Boulevard will have a minimum of one travel lane available in each direction.

Figure 4-22: Closure for Station Box Piling, North Side at Constellation/Century City Station


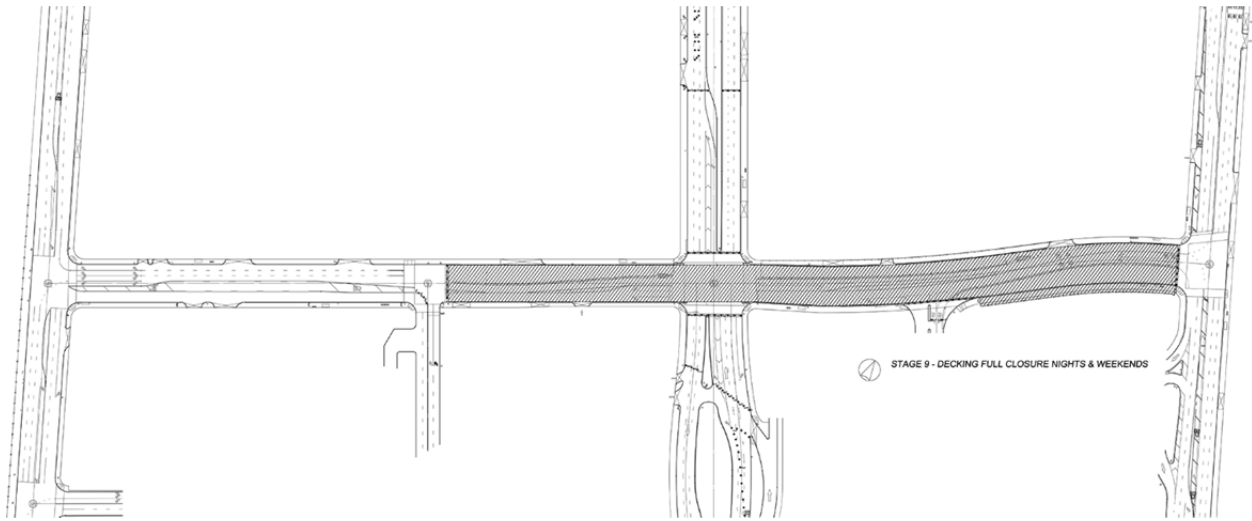
4.1.22 Stage 9: Station Box Decking

Work area during this stage (Figure 4-23) will be the full width of Constellation Boulevard between Century Park East and Solar Way. This will require a full closure of Constellation Boulevard during decking installation which will occur in a series of full street weekend closures. Closures will begin at 9:00 pm on Friday night and finish at 6:00 am on the following Monday morning.

The affected travel control zone will extend from Century Park West to Century Park East along Constellation Boulevard and along Avenue of the Stars between Santa Monica Boulevard and Olympic Boulevard. Eastbound traffic on Constellation Boulevard will be detoured before reaching the work area. Access will be maintained to all driveways, alleys, and garage entrances outside the full street closure zone. The traffic control elements in this stage will include:

- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Prohibition of turns onto Constellation Boulevard from Century Park East, Avenue of the Stars, and Solar Way.
- Maintain local access to businesses at all times, except those in the full street closure zone.
- Maintain pedestrian access on both sides of the street at all times except near the work area.

Figure 4-23: Closure for Station Box Decking at Constellation/Century City Station



4.1.23 Stage 9A

Once decking installation west of and within the intersection of Avenue of the Stars and Constellation Boulevard is complete, the Stage 9 work area will be reduced to between Century Park East and Avenue of the Stars. The work area between Avenue of the Stars and Solar Way will be immediately configured to the Stage 10 layout.

4.1.24 Stage 10: Station Box Excavation and Construction

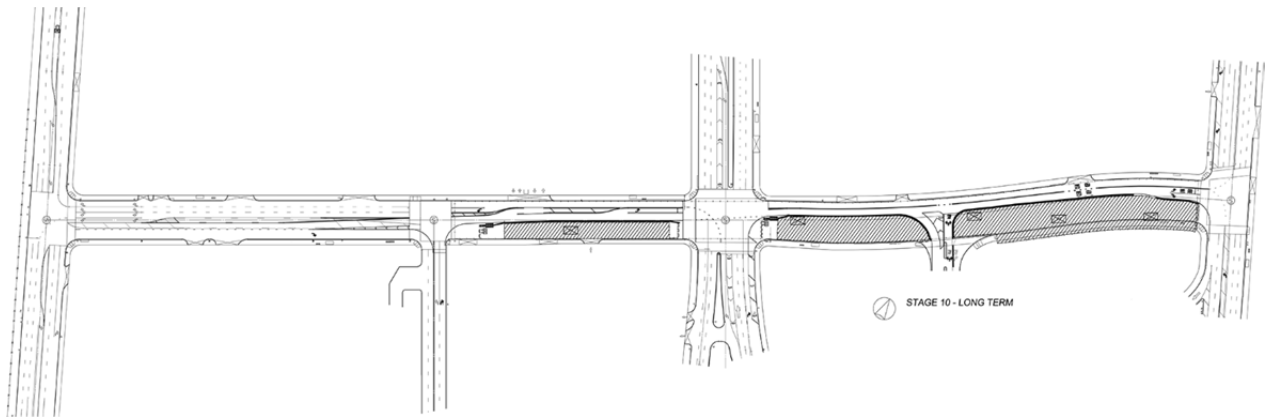
Work during this stage will include the excavation of the station box and station construction. Materials will be moved into and out of the station through shafts located within Constellation Boulevard. There are no construction staging areas available immediately adjacent to the station box so these activities must occur in the street. The work area during this stage will be setup in Constellation Boulevard between Century Park East and Solar Way. This will require moving traffic lanes over to the north side of Constellation Boulevard. There will be one lane in each direction along Constellation Boulevard between Solar Way and Century Park East. The affected travel control zone will extend between Century Park East and Century Park West. The proposed staging is presented in Figure 4-24. The traffic control elements in this stage will include:

- Reconfiguration of travel lanes to one lane each direction along Constellation Boulevard between Century Park East and Solar Way.
- Left turns from westbound Constellation Boulevard onto southbound Avenue of the Stars will be restricted.
- Elimination of parking on both sides of Constellation Boulevard within the work area limits.
- Relocation of valet parking for Craft Restaurant at 10100 Constellation Boulevard to Avenue of the Stars.
- Relocation of bus stops within work areas.
- Closure of the Century Plaza Hotel parking garage entrance on Constellation Boulevard.
- Closure of one entrance to the Equinox Gym at 10220 Constellation Boulevard.

- Pedestrian access will be maintained along the north and south of Constellation Boulevard at all times, except for that section of south sidewalk east of the parking garage entrance to 10100 Constellation Boulevard to Century Park East.
- Access to local businesses will be maintained at all times.

Due to the usage of heavy equipment, intense effort, continual production requirement in limited space during this stage, the work area will remain in-place for an extended period of time thus requiring an exemption from L.A.M.C. 62.61 from the Bureau of Engineering (LABOE) for work performed during peak hours.

Figure 4-24: Closure for Station Box Excavation & Construction at Constellation/Century City Station



5.0 TRAFFIC MANAGEMENT STRATEGIES

5.1 Public Information / Public Awareness Campaign (PAC)

The primary goal of a PAC is to educate motorists, merchants, residents, elected officials and governmental agencies about construction activities and associated impacts. The PAC is an important tool for reaching target audiences with important construction project information.

With an effective PAC, public acceptance, tolerance and cooperation will be enhanced. In addition, this element is expected to reduce the traffic demand in the construction zone by encouraging motorists to take alternate routes or to travel outside of closure hours.

In general, the PAC is designed to meet the following objectives:

- Identify all target audiences who will be impacted by construction activities;
- Serve as the focal point for project related questions regarding construction activities, road closures, noise, dust, and other construction related activities;
- Inform the public about the construction project and how the project could affect their travel; and
- Promote alternate modes of transportation and alternate routes.

Specific elements that may be used to accomplish these objectives include press releases/special alerts to news outlets and traffic reports which will be sent to inform motorists about construction activities. Paid advertising may also be used to inform motorists about construction activities.

Residents, businesses and schools within the project vicinity should be notified of the project and closures anticipated as a result of the construction work. The PAC should pay particular attention to informing emergency services of alternate routes available during closures of local roadways. These are discussed under “Alternate Route Strategies.”

Specific components of the PAC are described in the following sections.

5.2 Brochures and Mailers

Brochures and other project notices will be prepared by Los Angeles County Metropolitan Transportation Authority (Metro) staff, in coordination with Caltrans and the DB Contractor, to keep the public (residents, businesses, travelers, etc.) informed about the project and anticipated closures and impacts.

In addition, meeting notices/agendas (in English and Spanish) will be prepared and distributed in advance of public meetings related to the project.

5.3 Press Releases/Media Alerts

Press releases and media alerts will be prepared and distributed by Metro staff in coordination with Caltrans and the DB Contractor, as required or needed throughout the length of project. Writing press releases includes, but is not limited to, research/writing, editing and distribution of information to cover any/all new developments, closures, detours, etc. Press releases will be distributed via e-mail or fax to media outlets and/or emergency services in the vicinity.

Press releases and media alerts will be prepared and distributed by Metro staff; therefore, the associated costs are not included in the TMP.

5.4 Paid Advertisement

Advertisements for public meetings regarding the project will be printed in a number of publications and distributed throughout the cities surrounding the project areas. These publications may include:

- Los Angeles Times
- LA Downtown News
- LA Weekly
- La Opinion
- Korea Daily
- Los Angeles Sentinel
- Beverly Hills Courier
- Beverly Hills Weekly
- Westside Today

It is assumed that two rounds of paid advertising for printed advertisements will occur for each set of public meetings, assuming one set of public meetings at the beginning of the project and one set of public meetings during the project.

5.5 Public Meetings/ Hearings

Public meetings will be held to provide information about the project and anticipated closures/impacts to any and all interested parties including, political offices, residents, motorists, community groups, school districts, developers, truckers, etc.

5.6 Project Website

The Metro project website (www.metro.net) will be the primary information source for up-to-date project information. The project website will contain information such as traffic alerts, current schedule, news related to the project, alternatives developed by the community, past and future meetings/hearings, frequently asked questions (FAQs), and links to major stakeholders of the project.

5.7 Motorist Information

The effective implementation of a Motorist Information System during construction is crucial to enabling motorists to make informed decisions about their travel plans and options with real-time traffic information. The key components of this system considered in this TMP include CMS, PCMS, and ground mounted signs, that will provide real time traffic information to motorists approaching the construction zone.

5.8 Portable Changeable Message Signs

PCMS are considered one of the best methods to alert motorists of construction activities, expected closures, delays, and possible detours prior to reaching the construction zone.

The project will require PCMS's at various locations during construction. PCMS's should be placed and operated as needed to inform motorists of construction activities and closures. Additional PCMS's should be made available during the project and may be placed and operated as deemed necessary by the DB Contractor.

During construction, all PCMS's should be checked nightly and fixed or replaced as needed to ensure that they are in a proper working condition and that their visibility is not compromised.

Suitable locations and messages for the PCMS's will be determined by the DB Contractor.

5.9 Temporary Motorist Information Signs

Ground mounted signs are another effective method of getting information to motorists about construction activities and detours.

Signs will be used during the construction of the project and these signs shall be placed at appropriate locations as specified by the DB Contractor to guide motorists through the construction zones and detour routes.

Ground mounted signs shall be maintained and updated to keep information current and accurate.

Ground mounted signs shall also provide advance warnings to motorists of future intersection closures. It is the responsibility of the DB Contractor to provide and maintain ground mounted signs.

6.0 EXISTING PEAK HOUR TRAFFIC VOLUMES

The existing AM and PM peak hour turning movement traffic volumes for the roadways surrounding the Constellation Station construction area are taken from the traffic study that was prepared as part of the environmental impact report for the Century City Center project. The counts that were taken for Century City Center project were collected in 2011. These counts were more recent than the ones that were collected in Fall 2008 and Spring 2009 for the Westside Subway Extension environmental document. The actual 2011 count data is presented in Appendix B. To represent the existing 2015 traffic conditions, a 0.5% annual growth rate was applied to the 2011 turning movement traffic volumes. The resulting 2015 AM and PM peak hour turning movement traffic volumes, at each one of the ten study intersections around the Constellation Station, are presented in Figure 6-1.

A total of ten (10) intersections were evaluated in the vicinity of the Constellation Station construction area. The AM and PM peak hour existing conditions level of service (LOS) are presented in Appendix C. Results at these intersection locations are presented in Table 6-1.

Table 6-1: Existing (2015) Level of Service Results

Intersection	Existing Conditions (2015)			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	141.9	F	117.9
Century Park East/Constellation Blvd	C	30.0	D	39.4
Century Park East/Olympic Blvd	D	52.6	D	53.3
Avenue of the Stars/Santa Monica Blvd	F	143.3	F	115.0
Avenue of the Stars/Constellation Blvd	D	35.8	C	31.7
Avenue of the Stars/WB Olympic Blvd	B	17.1	A	7.9
Avenue of the Stars/EB Olympic Blvd	D	41.7	C	30.5
Century Park West/Santa Monica Blvd	F	139.1	F	145.6
Century Park West/Constellation Blvd	A	9.1	C	35.0
Century Park West/Olympic Blvd	F	82.6	E	79.5

All three intersections along Santa Monica Boulevard are currently operating at LOS F during both the AM and PM peak hours. In addition, the intersection of Century Park West and Olympic Boulevard is operating at LOS F in the AM peak hour and LOS E in the PM peak hour. The remaining six study intersections are operating at LOS D or better during both peak hours.

Figure 6-1: Existing (2015) Weekday AM (PM) Peak Hour Traffic Volumes

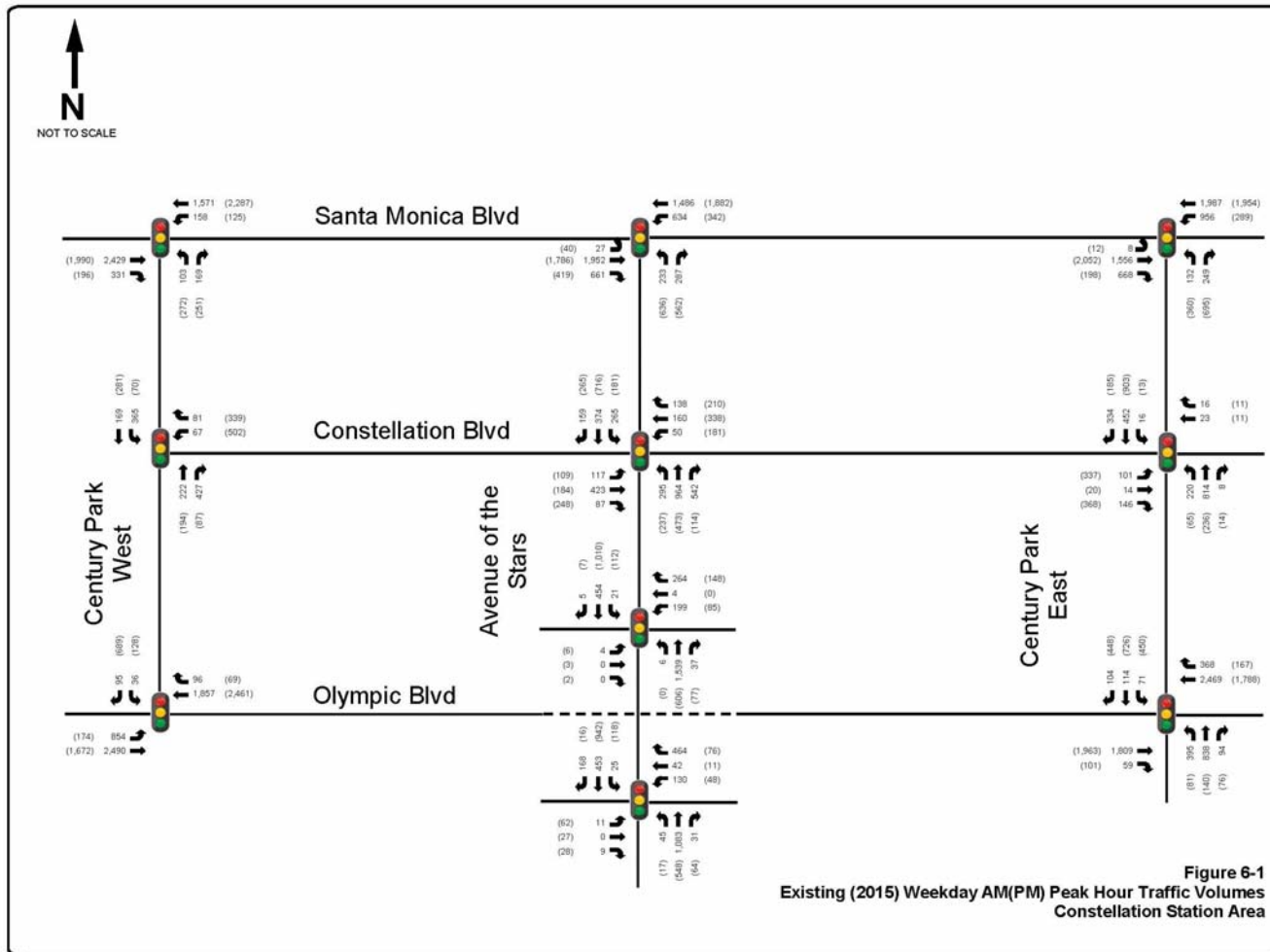


Figure 6-1
 Existing (2015) Weekday AM(PM) Peak Hour Traffic Volumes
 Constellation Station Area

7.0 TRAFFIC EVALUATION

This section of the report presents an evaluation of traffic operations at the intersections surrounding the Constellation Station, during the morning and afternoon peak periods, due to the construction of the station box, the soldier piles, and the decking installation at the Section 2 station area of the Purple Line Extension. The following sections provide an overview of the traffic operational status during these construction activities at the Constellation Station. The existing AM and PM peak hour level of service at the intersection locations being evaluated during the construction activity were presented in the previous section. This information was developed from the latest available set of traffic counts, which were taken from the Century City Center project environmental document.

7.1 Constellation Station

The Constellation station is located in Century City below Constellation Boulevard and Avenue of the Stars. Construction of the station extends from Century Park East to Solar Way, which is located at the mid-block of the Constellation Boulevard segment between Avenue of the Stars and Century Park West. Constellation Boulevard is a 4-lane east/west collector street that is classified in the Transportation Element of the City of Los Angeles General Plan as a Divided Secondary Highway. Within the study area, there are two travel lanes in each direction and a painted two-way left turn median. In addition, dedicated left turn and right turn lanes are provided at the Avenue of the Stars intersection. Avenue of the Stars is a 6-lane major north/south arterial that is classified as a Divided Major Class II Highway. In the study area, there are three travel lanes in each direction and a raised landscaped median. In addition, dedicated left turn lanes are provided at the signalized intersections and at building access locations.

Construction of the station box, the soldier piles, and the decking installation along Constellation Boulevard will take place during ten major construction stages. A description of each construction stage was presented in Section 3 of this document. The following sections present an evaluation of traffic operations for each major construction stage. The traffic control plan exhibits showing details of the proposed stages of construction are presented in Appendix A.

7.1.1 Stage 1

Work area during this stage is focused on the roadway segment along the north side of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard. The proposed work consists of piling on the north side of the street to construct the TBM launch box. This will require moving traffic lanes over to the south side of the street. The affected travel control zone will extend from approximately Solar Way to the west and Century Park East to the east. The work area will remain in-place for an extended period of time due to the size of the pile drilling and support equipment.

Adjacent to the construction area, one lane of traffic will be open in each direction and access to and from the Century Park East and Constellation Boulevard intersection would be maintained. Table 7-1 presents the level of service (LOS) results when the number of lanes along Constellation Boulevard at the Century Park East intersection are reduced to one lane in each direction. However, the eastbound approach at Constellation Boulevard will be configured to accommodate a left turn only lane and a shared left and right turn lane.

Table 7-1: Stage 1 Level of Service Results

Intersection	Stage 1			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	141.9	F	142.9
Century Park East/Constellation Blvd	C	28.1	D	42.3
Century Park East/Olympic Blvd	D	52.6	D	47.8
Avenue of the Stars/Santa Monica Blvd	F	143.3	F	118.3
Avenue of the Stars/Constellation Blvd	D	36.5	D	37.0
Avenue of the Stars/WB Olympic Blvd	B	17.1	A	7.5
Avenue of the Stars/EB Olympic Blvd	D	41.7	C	31.8
Century Park West/Santa Monica Blvd	F	139.1	F	146.1
Century Park West/Constellation Blvd	A	9.1	D	35.7
Century Park West/Olympic Blvd	F	82.6	E	79.2

As shown in Table 7-1, traffic operating conditions will predominantly remain the same as the existing traffic conditions. All the three intersections along Santa Monica Boulevard would continue to operate at LOS F during both the AM and PM peak hours. In addition, the intersection of Century Park West and Olympic Boulevard would continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. The remaining six study intersections would continue to operate at LOS D or better during both peak hours.

7.1.2 Stage 2

Work area during this stage will be along the south side of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard, as well as along the north side of Constellation Boulevard between the Watt Plaza alley at 10131 Constellation Boulevard and Solar Way. The proposed work consists of pile installation on the south side of the street to continue the construction of the TBM launch box and utility relocation work along the north side of the street. This will require moving traffic lanes over to the north and south sides of the streets. The affected travel control zone will extend from approximately Century Park West to the west and Century Park East to the east.

In addition, eastbound and westbound left turns from Constellation Boulevard onto Avenue of the Stars would be restricted during this construction stage. As a result of the proposed left turn restrictions at the Avenue of the Stars intersection, it is anticipated that motorists will perform their left turn maneuver at the Century Park East and the Century Park West intersections. Furthermore, the dual northbound and southbound left turn lanes from Avenue of the Stars onto Constellation Boulevard will be reduced to one left turn lane in each direction. Local access to businesses on the south side of the roadway will be maintained. Table 7-2 presents the level of service results during this stage.

Table 7-2: Stage 2 Level of Service Results

Intersection	Stage 2			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	133.7	F	120.7
Century Park East/Constellation Blvd	C	27.7	C	21.6
Century Park East/Olympic Blvd	D	52.6	D	51.6
Avenue of the Stars/Santa Monica Blvd	F	145.5	F	117.0
Avenue of the Stars/Constellation Blvd	F	96.0	E	57.2
Avenue of the Stars/WB Olympic Blvd	B	17.1	A	7.0
Avenue of the Stars/EB Olympic Blvd	D	48.9	D	45.0
Century Park West/Santa Monica Blvd	F	138.2	F	148.4
Century Park West/Constellation Blvd	B	10.6	C	21.4
Century Park West/Olympic Blvd	F	81.8	E	76.1

As shown in Table 7-2, with one traffic lane in each direction of Constellation Boulevard, traffic operations at the intersection of Avenue of the Stars and Constellation Boulevard would deteriorate to LOS F in the AM peak hour and LOS E in the PM peak hour. In addition, all the three intersections along Santa Monica Boulevard would continue to operate at LOS F during both the AM and PM peak hours. Also, the intersection of Century Park West and Olympic Boulevard would continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. The remaining five study intersections would continue to operate at LOS D or better during both peak hours.

7.1.3 Stage 3

Work area during this stage will be across the full width of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard, as well as the north side of Constellation Boulevard between the Watt Plaza alley at 10131 Constellation Boulevard and Solar Way. During this stage, the construction activity consists of decking installation of the TBM launch box and utility relocation work along the north side of the street. This will require a full closure of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard. The affected travel control zone will extend from approximately Century Park West to the west and Century Park East to the east.

During this stage, northbound and southbound traffic turning westbound onto Constellation Boulevard from Century Park East would be diverted around the construction area and use Avenue of the Stars to get to their destination. Similarly, eastbound traffic on Constellation Boulevard will be detoured before crossing Avenue of the Stars, although local access traffic destined to the buildings along this segment of Constellation Boulevard will be permitted to continue straight through Avenue of the Stars until reaching the entrance of the underground parking garage at 10100 Constellation Boulevard. Access will be maintained to all driveways, alleys, and garage entrances at all times.

In addition, eastbound and westbound left turns from Constellation Boulevard onto Avenue of the Stars would be restricted during this construction stage. As a result of the proposed left turn restrictions at the Avenue of the Stars intersection, it is anticipated that motorists will perform their left turn maneuver at the Century Park West intersection. Furthermore, the dual northbound and southbound left turn lanes from Avenue of the Stars onto Constellation Boulevard will be reduced to one left turn lane in each direction. Table 7-3 presents the level of service results during this stage.

Table 7-3: Stage 3 Level of Service Results

Intersection	Stage 3			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	102.8	F	204.7
Century Park East/Constellation Blvd	A	7.5	A	6.1
Century Park East/Olympic Blvd	E	65.7	D	49.0
Avenue of the Stars/Santa Monica Blvd	F	190.5	F	133.9
Avenue of the Stars/Constellation Blvd	F	127.6	F	93.7
Avenue of the Stars/WB Olympic Blvd	C	32.5	A	8.7
Avenue of the Stars/EB Olympic Blvd	F	103.5	E	73.2
Century Park West/Santa Monica Blvd	F	136.9	F	157.8
Century Park West/Constellation Blvd	B	11.5	D	37.3
Century Park West/Olympic Blvd	F	81.0	E	79.8

During Stage 3, traffic operations at the intersection of Avenue of the Stars and Constellation Boulevard would deteriorate to LOS F during both the AM and PM peak hours. Also, the LOS at the intersection of Century Park East and Olympic Boulevard would deteriorate to LOS E during the AM peak hour. Similarly, the LOS at the intersection of Avenue of the Stars and EB Olympic Boulevard would deteriorate to LOS F in the AM peak hour and LOS E in the PM peak hour. Furthermore, all the three intersections along Santa Monica Boulevard and the intersection of Century Park West and Olympic Boulevard will continue to operate at LOS E or worse during both peak hours. The remaining three study intersections would continue to operate at LOS D or better during both peak hours.

7.1.4 Stage 4

Work area during this stage will be along the south side of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard, as well as along the north side of Constellation Boulevard between the Watt Plaza alley at 10131 Constellation Blvd and Solar Way. The proposed work consist of excavating for the construction of the TBM launch box. This will require moving traffic lanes over to the north and south side of the street. The affected travel control zone will extend from approximately Century Park West to the west and Century Park East to the east.

In addition, eastbound and westbound left turns from Constellation Boulevard onto Avenue of the Stars would be restricted during this construction stage. As a result of the proposed left turn restrictions at

the Avenue of the Stars intersection, it is anticipated that motorists will perform their left turn maneuver at the Century Park East and the Century Park West intersections. Furthermore, the dual northbound and southbound left turn lanes from Avenue of the Stars onto Constellation Boulevard will be reduced to one left turn lane in each direction. Local access to businesses on the south side of the roadway will be maintained. Table 7-4 presents the level of service results during this stage.

Table 7-4: Stage 4 Level of Service Results

Intersection	Stage 4			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	133.7	F	120.7
Century Park East/Constellation Blvd	C	27.7	C	21.6
Century Park East/Olympic Blvd	D	52.6	D	51.6
Avenue of the Stars/Santa Monica Blvd	F	145.5	F	117.0
Avenue of the Stars/Constellation Blvd	F	96.0	E	57.2
Avenue of the Stars/WB Olympic Blvd	B	17.1	A	7.0
Avenue of the Stars/EB Olympic Blvd	D	48.9	D	45.0
Century Park West/Santa Monica Blvd	F	138.2	F	148.4
Century Park West/Constellation Blvd	B	10.6	C	21.4
Century Park West/Olympic Blvd	F	81.8	E	76.1

As shown in Table 7-4, with one traffic lane in each direction of Constellation Boulevard, traffic operations at the intersection of Avenue of the Stars and Constellation Boulevard would deteriorate to LOS F in the AM peak hour and LOS E in the PM peak hour. In addition, all the three intersections along Santa Monica Boulevard would continue to operate at LOS F during both the AM and PM peak hours. Also, the intersection of Century Park West and Olympic Boulevard would continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. The remaining five study intersections would continue to operate at LOS D or better during both peak hours.

7.1.5 Stage 5

Work area during this stage will be across all of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard, as well as the south side of Constellation Boulevard between the underground parking garage entrance to 10131 Constellation Boulevard and Solar Way for utility relocation. This stage will be used to launch the TBM and will require a full closure of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Boulevard. The affected travel control zone will extend from approximately Century Park West to the west and Century Park East to the east.

Northbound and southbound traffic turning westbound onto Constellation Boulevard from Century Park East would be diverted around the construction area and use Avenue of the Stars to get to their destination. Eastbound traffic on Constellation Boulevard will be detoured before crossing Avenue of the Stars, although local access traffic destined to the buildings along this segment of Constellation

Boulevard will be permitted to continue straight through Avenue of the Stars until reaching the entrance of the underground parking garage at 10100 Constellation Boulevard. Access will be maintained to all driveways, alleys, and garage entrances at all times. The affected travel control zone will extend from approximately Century Park West to the west and Century Park East to the east. This stage also includes the closure of one northbound lane on Century Park East, across from the Constellation Boulevard intersection, to allow construction traffic to travel back and forth between the 1940 Century Park East and the 2040 Century Park East staging sites. Traffic traveling in and out of the AT&T building driveway across from Constellation Boulevard will be maintained.

In addition, eastbound and westbound left turns from Constellation Boulevard onto Avenue of the Stars would be restricted during this construction stage. As a result of the proposed left turn restrictions at the Avenue of the Stars intersection, it is anticipated that motorists will perform their left turn maneuver at the Century Park West intersection. Furthermore, the dual northbound and southbound left turn lanes from Avenue of the Stars onto Constellation Boulevard will be reduced to one left turn lane in each direction. Table 7-5 presents the level of service results during this stage.

Table 7-5: Stage 5 Level of Service Results

Intersection	Stage 5			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	102.8	F	204.7
Century Park East/Constellation Blvd	A	1.3	A	1.9
Century Park East/Olympic Blvd	E	66.0	D	48.8
Avenue of the Stars/Santa Monica Blvd	F	190.5	F	133.9
Avenue of the Stars/Constellation Blvd	F	127.6	F	93.7
Avenue of the Stars/WB Olympic Blvd	C	32.5	A	8.7
Avenue of the Stars/EB Olympic Blvd	F	103.5	E	73.2
Century Park West/Santa Monica Blvd	F	136.9	F	157.8
Century Park West/Constellation Blvd	B	11.5	D	37.3
Century Park West/Olympic Blvd	F	81.0	E	79.8

During Stage 5, traffic operations at the intersection of Avenue of the Stars and Constellation Boulevard would deteriorate to LOS F during both the AM and PM peak hours. Also, the LOS at the intersection of Century Park East and Olympic Boulevard would deteriorate to LOS E during the AM peak hour. Similarly, the LOS at the intersection of Avenue of the Stars and EB Olympic Boulevard would deteriorate to LOS F in the AM peak hour and LOS E in the PM peak hour. Furthermore, all the three intersections along Santa Monica Boulevard and the intersection of Century Park West and Olympic Boulevard will continue to operate at LOS E or worse during both peak hours. The remaining three study intersections would continue to operate at LOS D or better during both peak hours.

7.1.6 Stage 6

Work area during this stage will be along the south side of Constellation Boulevard between Century Park East and the underground parking garage entrance to 10100 Constellation Blvd to accommodate TBM support activities. The south side of Constellation Boulevard between the underground parking garage entrance to 10100 Constellation Boulevard and Solar Way will also be closed during this stage for utility relocations. This will require moving traffic lanes over to the north side of the street. The affected travel control zone will extend from approximately Solar Way to the west and Century Park East to the east. This stage also includes the closure of one northbound lane on Century Park East, across from the Constellation Boulevard intersection, to allow construction traffic to travel back and forth between the 1940 Century Park East and the 2040 Century Park East staging sites. Traffic traveling in and out of the AT&T building driveway across from Constellation Boulevard will be maintained.

In addition, eastbound and westbound left turns from Constellation Boulevard onto Avenue of the Stars would be restricted during this construction stage. As a result of the proposed left turn restrictions at the Avenue of the Stars intersection, it is anticipated that motorists will perform their left turn maneuver at the Century Park East and the Century Park West intersections. Furthermore, the dual northbound and southbound left turn lanes from Avenue of the Stars onto Constellation Boulevard will be reduced to one left turn lane in each direction. Local access to businesses on the south side of the roadway will be maintained. Table 7-6 presents the level of service results during this stage.

Table 7-6: Stage 6 Level of Service Results

Intersection	Stage 6			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	133.7	F	120.7
Century Park East/Constellation Blvd	C	29.0	C	21.5
Century Park East/Olympic Blvd	D	52.7	D	52.0
Avenue of the Stars/Santa Monica Blvd	F	145.5	F	117.0
Avenue of the Stars/Constellation Blvd	F	105.1	E	56.4
Avenue of the Stars/WB Olympic Blvd	B	17.1	A	7.0
Avenue of the Stars/EB Olympic Blvd	D	48.9	D	45.0
Century Park West/Santa Monica Blvd	F	138.2	F	148.4
Century Park West/Constellation Blvd	B	10.4	C	21.5
Century Park West/Olympic Blvd	F	81.8	E	76.1

As shown in Table 7-6, with one traffic lane in each direction of Constellation Boulevard, traffic operations at the intersection of Avenue of the Stars and Constellation Boulevard would deteriorate to LOS F in the AM peak hour and LOS E in the PM peak hour. In addition, all the three intersections along Santa Monica Boulevard would continue to operate at LOS F during both the AM and PM peak hours. Also, the intersection of Century Park West and Olympic Boulevard would continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. The remaining five study intersections would continue to operate at LOS D or better during both peak hours.

7.1.7 Stage 7

Work area during this stage will be setup along the south side of Constellation Boulevard between Century Park East to the east and Solar Way to the west to drill the south station box piles. This will require moving traffic lanes over to the north side of the street. The affected travel control zone will extend along Constellation Boulevard from approximately Century Park East to the east and Century Park West to the west. In addition, the traffic control zone will extend along Avenue of the Stars from the Olympic Boulevard eastbound on/off ramp to Constellation Boulevard during the night time and weekend hours. This stage also includes the closure of one northbound lane on Century Park East, across from the Constellation Boulevard intersection, to allow construction traffic to travel back and forth between the 1940 Century Park East and the 2040 Century Park East staging sites. Traffic traveling in and out of the AT&T building driveway across from Constellation Boulevard will be maintained.

In addition, eastbound and westbound left turns from Constellation Boulevard onto Avenue of the Stars would be restricted during this construction stage. As a result of the proposed left turn restrictions at the Avenue of the Stars intersection, it is anticipated that motorists will perform their left turn maneuver at the Century Park East and the Century Park West intersections. Furthermore, the dual northbound and southbound left turn lanes from Avenue of the Stars onto Constellation Boulevard will be reduced to one left turn lane in each direction. Local access to businesses on the south side of the roadway will be maintained. Table 7-7 presents the level of service results during this stage.

Table 7-7: Stage 7 Level of Service Results

Intersection	Stage 7			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	133.7	F	120.7
Century Park East/Constellation Blvd	C	29.0	C	21.5
Century Park East/Olympic Blvd	D	52.7	D	52.0
Avenue of the Stars/Santa Monica Blvd	F	145.5	F	117.0
Avenue of the Stars/Constellation Blvd	F	105.1	E	56.4
Avenue of the Stars/WB Olympic Blvd	B	17.1	A	7.0
Avenue of the Stars/EB Olympic Blvd	D	48.9	D	45.0
Century Park West/Santa Monica Blvd	F	138.2	F	148.4
Century Park West/Constellation Blvd	B	10.4	C	21.5
Century Park West/Olympic Blvd	F	81.8	E	76.1

As shown in Table 7-7, with one traffic lane in each direction of Constellation Boulevard, traffic operations at the intersection of Avenue of the Stars and Constellation Boulevard would deteriorate to LOS F in the AM peak hour and LOS E in the PM peak hour. In addition, all the three intersections along Santa Monica Boulevard would continue to operate at LOS F during both the AM and PM peak hours. Also, the intersection of Century Park West and Olympic Boulevard would continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. The remaining five study intersections would continue to operate at LOS D or better during both peak hours.

7.1.8 Stage 8

Work area during this stage will be setup along the north side of Constellation Boulevard between Century Park East to the east and Solar Way to the west to drill the north station box piles. This will require moving traffic lanes over to the south side of the street. The affected travel control zone will extend from approximately Century Park East to the east and Century Park West to the west. This stage also includes the closure of one northbound lane on Century Park East, across from the Constellation Boulevard intersection, to allow construction traffic to travel back and forth between the 1940 Century Park East and the 2040 Century Park East staging sites. Traffic traveling in and out of the AT&T building driveway across from Constellation Boulevard will be maintained.

There are no left turn restrictions from Constellation Boulevard onto northbound and southbound Avenue of the Stars. In addition, the dual northbound and southbound left turn lanes from Avenue of the Stars onto Constellation Boulevard will be reduced to one left turn lane in each direction. Local access to businesses on the south side of the roadway will be maintained. Table 7-8 presents the level of service results during this stage.

Table 7-8: Stage 8 Level of Service Results

Intersection	Stage 8			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	141.9	F	142.9
Century Park East/Constellation Blvd	C	24.2	B	18.4
Century Park East/Olympic Blvd	D	52.7	D	48.8
Avenue of the Stars/Santa Monica Blvd	F	143.3	F	118.3
Avenue of the Stars/Constellation Blvd	F	71.0	F	107.5
Avenue of the Stars/WB Olympic Blvd	B	17.1	A	6.8
Avenue of the Stars/EB Olympic Blvd	D	41.7	C	31.3
Century Park West/Santa Monica Blvd	F	139.1	F	146.1
Century Park West/Constellation Blvd	A	8.6	D	32.0
Century Park West/Olympic Blvd	F	82.6	E	79.1

As shown in Table 7-8, with one traffic lane in each direction of Constellation Boulevard, traffic operations at the intersection of Avenue of the Stars and Constellation Boulevard would deteriorate to LOS F during both peak hours. In addition, all the three intersections along Santa Monica Boulevard would continue to operate at LOS F during both the AM and PM peak hours. Also, the intersection of Century Park West and Olympic Boulevard would continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. The remaining five study intersections would continue to operate at LOS D or better during both peak hours.

7.1.9 Stage 9

Stage 9 consists of a continuous full closure of Constellation Boulevard from Century Park East to Solar Way to install the station box decking. The north/south movement of traffic along Avenue of the Stars

would remain open at Constellation Boulevard; however, any turns would be prohibited for the duration of the full closure. Alternate access to businesses along Constellation Boulevard would be identified and provided during the duration of this full closure. All traffic along this segment of Constellation Boulevard would be diverted to adjacent roadways such as Century Park West, Avenue of the Stars, and Century Park East. This stage also includes the closure of one northbound lane on Century Park East, across from the Constellation Boulevard intersection, to allow construction traffic to travel back and forth between the 1940 Century Park East and the 2040 Century Park East staging sites. Traffic will traveling in and out of the AT&T building driveway straight across from Constellation Boulevard will be maintained. All work performed during this stage will occur over weekends from Friday 9:00 pm to Monday 6:00 am, with lanes becoming operational on Monday at 6:00 am. However, if there is a change in this proposed schedule and the full closure extends to the weekday AM and/or PM peak hours, then the level of service results of the intersection operating conditions due to the a full closure along Constellation Boulevard are presented in Table 7-9.

Table 7-9: Stage 9 Level of Service Results

Intersection	Stage 9			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	221.0	F	202.6
Century Park East/Constellation Blvd	A	1.4	A	2.2
Century Park East/Olympic Blvd	E	68.5	D	46.2
Avenue of the Stars/Santa Monica Blvd	F	147.1	F	163.7
Avenue of the Stars/Constellation Blvd	N/A	N/A	N/A	N/A
Avenue of the Stars/WB Olympic Blvd	C	22.8	D	37.2
Avenue of the Stars/EB Olympic Blvd	E	72.3	D	51.1
Century Park West/Santa Monica Blvd	F	199.9	F	197.5
Century Park West/Constellation Blvd	B	16.3	B	14.9
Century Park West/Olympic Blvd	E	66.9	F	107.6

During the Stage 9 construction period, with a proposed peak period full closure of Constellation Boulevard from Century Park East to Solar Way, traffic operations at the intersections of Century Park East and Olympic Boulevard and Avenue of the Stars and EB Olympic Boulevard would deteriorate to LOS E in the AM peak hour and continue to operate at LOS D in the PM peak hour. In addition, all the three intersections along Santa Monica Boulevard would continue to operate at LOS F during both the AM and PM peak hours. Also, the intersection of Century Park West and Olympic Boulevard would operate at LOS E in the AM peak hour and LOS F in the PM peak hour. The remaining four study intersections would continue to operate at LOS D or better during both peak hours.

7.1.10 Stage 10

Work area during this stage will be setup along the south side of Constellation Boulevard between Century Park East to the east and Solar Way to the west. The construction work during this stage will consist of excavating the station box and delivering materials for station construction through shafts

located within Constellation Boulevard. There are no construction staging areas available immediately adjacent to the station box so these activities must occur in the street. This will require moving the traffic lanes over to the north side of the street. The affected travel control zone will extend from approximately Century Park East to the east and Century Park West to the west. Pedestrian access will be maintained along the north and south of Constellation Boulevard at all times. This stage also includes the closure of one northbound lane on Century Park East, across from the Constellation Boulevard intersection, to allow construction traffic to travel back and forth between the 1940 Century Park East and the 2040 Century Park East staging sites. Traffic traveling in and out of the AT&T building driveway across from Constellation Boulevard will be maintained.

In addition, eastbound left turns from Constellation Boulevard onto Avenue of the Stars would be permitted and westbound left turns from Constellation Boulevard onto Avenue of the Stars would be restricted during this construction stage. As a result of the proposed westbound left turn restrictions at the Avenue of the Stars intersection, it is anticipated that motorists will perform their left turn maneuver at the Century Park East and the Century Park West intersections. Furthermore, the dual northbound and southbound left turn lanes from Avenue of the Stars onto Constellation Boulevard will be reduced to one left turn lane in each direction. Local access to businesses on the south side of the roadway will be maintained. Table 7-10 presents the level of service results during this stage.

Table 7-10: Stage 10 Level of Service Results

Intersection	Stage 10			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Century Park East/Santa Monica Blvd	F	141.9	F	142.9
Century Park East/Constellation Blvd	C	24.2	B	18.4
Century Park East/Olympic Blvd	D	52.7	D	50.3
Avenue of the Stars/Santa Monica Blvd	F	143.3	F	118.3
Avenue of the Stars/Constellation Blvd	F	85.6	F	178.3
Avenue of the Stars/WB Olympic Blvd	B	17.4	A	6.6
Avenue of the Stars/EB Olympic Blvd	D	52.7	E	70.6
Century Park West/Santa Monica Blvd	F	139.1	F	146.1
Century Park West/Constellation Blvd	A	9.3	C	29.7
Century Park West/Olympic Blvd	F	82.1	E	78.9

As shown in Table 7-10, with one traffic lane in each direction along Constellation Boulevard, traffic operations at the intersection of Avenue of the Stars and Constellation Boulevard would deteriorate to LOS F during both peak hours and the LOS for the intersection of Avenue of the Stars and EB Olympic Boulevard would deteriorate to LOS E in the PM peak hour. Also, all the three intersections along Santa Monica Boulevard would continue to operate at LOS F during both the AM and PM peak hours. The intersection of Century Park West and Olympic Boulevard would continue to operate at LOS F in the AM peak hour and at LOS E in the PM peak hour. The remaining four study intersections would continue to operate at LOS D or better during both peak hours.



APPENDIX A TRAFFIC CONTROL PLANS

APPENDIX A TRAFFIC CONTROL PLANS

(Under Separate Cover)

WORKSITE TRAFFIC CONTROL NOTES

- EXPECTED START DATE IS JANUARY 2018. STAGE DURATION WILL BE DETERMINED UPON THE AWARD OF CONSTRUCTION CONTRACT AND COORDINATED BY THE CONTRACTOR.
- CONTACT _____ FOR "MTA" PERSONNEL RESPONSIBLE FOR WTCP IMPLEMENTATION/MAINTENANCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE REMOVAL, INSTALLATION, AND MAINTENANCE OF ALL STRIPING, PAVEMENT MARKINGS, SIGNING, BARRICADING, DELINEATORS, ETC SHOWN ON THESE DETOUR PLANS AND AS CONSTRUCTION STAGING NECESSITATES.
- THE CONTRACTOR SHALL PROVIDE WRITTEN NOTIFICATION TO THE LADOT TEMPORARY TRAFFIC MANAGEMENT SECTION (EMAIL: Edgar.Rodriguez@lacity.org) AT LEAST FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION WITH THE DATE(S) OF IMPLEMENTATION & TYPE OF TEMPORARY TRAFFIC CONTROL IMPLEMENTATION (INCLUDE ACCEPTANCE DATE ON PLAN & SHEET NUMBER) & BRIEF DESCRIPTION OF WORK. DEPARTMENT OF TRANSPORTATION RESERVES THE RIGHT TO OBSERVE THESE CONTROL PLANS IN USE AND TO MAKE NECESSARY CHANGES AS FIELD CONDITIONS WARRANT. ANY CHANGES SHALL SUPERSEDE THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ANY ADDITIONAL TRAFFIC CONTROL DEVICES NECESSARY TO ASSURE PUBLIC SAFETY AT ALL TIMES DURING CONSTRUCTION. LADOT SHALL APPROVE MARK OUT PRIOR TO IMPLEMENTATION OF LONG TERM TEMPORARY PAVEMENT STRIPING.
- ALL CONSTRUCTION RELATED WARNING SIGNS SHALL BE IN BLACK LEGEND WITH ORANGE BACKGROUND AND IN CONFORMANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- THE STRIPING AND SIGNING SHOWN FOR REMOVAL ON THESE PLANS MAY BE DIFFERENT THAN WHAT EXISTS AT TIME OF INSTALLATION OF A CONSTRUCTION STAGE. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNING AND STRIPING, WHETHER OR NOT IT IS DEPICTED ACCURATELY ON THESE PLANS.
- CONTRACTOR SHALL NOTIFY METRO AT (213) 922-4632 OR ANY OTHER AFFECTED TRANSIT SERVICES AT LEAST FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION.
- ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES, AND SHALL BE REPAIRED, REPLACED OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
- CONTRACTORS SHALL PROVIDE FLAGGERS AS DEEMED NECESSARY BY CITY. A FLAGGER SHALL USE THE APPROVED OCTAGONAL STOP/SLOW PADDLE, SHALL WEAR AN ORANGE SAFETY VEST (PADDLE AND VEST MUST BE REFLECTORIZED FOR NIGHT WORK) AND HARD HAT, AS REQUIRED BY THE WATCH MANUAL AND MUST BE PROPERLY TRAINED BY THE CONTRACTOR PERFORMING THE WORK SAFELY. APPROPRIATE ADVANCE SIGNS MUST ALSO BE INSTALLED, PER THE WATCH MANUAL.
- ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED FOLLOWING COMPLETION OF EACH CONSTRUCTION STAGE AND THE PERMANENT TRAFFIC CONTROL DEVICES SHALL BE RESTORED BY THE CONTRACTOR UPON REMOVAL OF DETOUR STRIPING.
- ALL SIGNS, DELINEATORS, BARRICADES, ETC., SHALL CONFORM TO THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS, "WATCH MANUAL" LATEST EDITION, THE LATEST EDITION OF THE CALIFORNIA MUTCD, AND NOTICE TO CONTRACTORS - COMPREHENSIVE, STANDARD PLAN S-610 (LATEST EDITION).
- CONTRACTOR SHALL NOTIFY LADOT WESTERN SIGNAL MAINTENANCE SUPERVISOR AT (213) 485-6790 FIVE (5) WORKING DAYS PRIOR TO ANY EXCAVATION OR CONSTRUCTION WITHIN 10- FEET OF EXISTING TRAFFIC SIGNAL DETECTOR LOOPS, CONDUIT, INTERCONNECTS, OR ATSC FIBER OPTIC CABLE.
- ANY DAMAGE TO TRAFFIC SIGNAL DETECTOR LOOPS, CONDUITS, INTERCONNECTS, OR FIBER OPTIC CABLE SHALL BE REPAIRED OR REPLACED IMMEDIATELY BY THE CONTRACTOR AT THEIR OWN EXPENSE. DELAYS IN REPAIR OF INTERCONNECT OR ATSC FIBER OPTIC CABLE WILL REQUIRE THE PAYMENT OF LIQUIDATION DAMAGES TO THE CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION. IMMEDIATELY NOTIFY LADOT WESTERN SIGNAL MAINTENANCE SUPERVISOR AT (213) 485-6790 OF ANY DAMAGES.
- FOR THE TEMPORARY "TOW AWAY NO STOPPING ANY TIME" SIGNS, CONTRACTOR SHALL CONTACT THE SPECIAL TRAFFIC CONTROLS OFFICE AT (213) 485-2298 AT FIVE (5) WORKING DAYS IN ADVANCE OF EACH NEW CONSTRUCTION STAGE. THE INSTALLATION OF THE TEMPORARY "TOW AWAY NO STOPPING ANYTIME". FOR WTCP IMPLEMENTATION DURATION OF MORE THAN ONE (1) MONTH, THE CONTRACTOR SHALL FURNISH AND INSTALL "TOW AWAY NO STOPPING ANYTIME" SIGNS PER CITY SPECIFICATION (METAL & REFLECTORIZED). CONTACT TEMPORARY TRAFFIC MANAGEMENT AT (Email: edgar.rodriguez@lacity.org) FOR SAMPLES.
- THERE SHALL BE NO STORAGE OF CONSTRUCTION MATERIALS OR EQUIPMENT OUTSIDE THE DESIGNATED WORK AREA AS INDICATED IN THE WTCP. STORAGE OF CONSTRUCTION MATERIALS OR EQUIPMENT WITHIN THE DESIGNATED AREA SHALL BE DONE IN A MANNER NOT TO CREATE VISIBILITY OBSTRUCTIONS TO THE MOTORING PUBLIC.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES AND SHALL COORDINATE WITH RESIDENTS/BUSINESSES ANY CLOSURE/LIMITED ACCESS TO THEIR DRIVEWAYS.
- CONTRACTOR SHALL COORDINATE WORK WITH FACILITY MANAGEMENT FOR THE "MTA" DURING CONSTRUCTION HOURS.
- CONTRACTOR SHALL PERFORM WORK IN ONLY ONE STAGE AT A TIME. THE CONTRACTOR SHALL ONLY UTILIZE THAT PORTION OF THE DESIGNATED "WORK AREA" WHICH IS NEEDED FOR CONSTRUCTION AT ANY GIVEN TIME.
- THE CROSSWALKS ACROSS THREE LEGS OF ANY SIGNALIZED INTERSECTION SHALL BE MAINTAINED AT ALL TIMES. "NO PED CROSSING" (R9-3) SIGNS SHALL BE INSTALLED WHEN A PAINTED CROSSWALK IS UNAVAILABLE FOR USE DUE TO CONSTRUCTION.
- CONTRACTOR SHALL INSTALL R3-18 (NO LEFT AND NO U-TURN) SIGNS AT INTERSECTIONS WHERE THE LEFT TURN LANE HAS BEEN CLOSED FOR CONSTRUCTION. SIGNS SHOULD BE INSTALLED ON MAST ARMS AND FAR LEFT OF THE INTERSECTION OR AT LOCATIONS WHERE THEY WILL BE CLEARLY VISIBLE BY THE THRU TRAFFIC.
- CONTRACTOR SHALL PROVIDE CHANGEABLE MESSAGE SIGNS AS FIELD CONDITIONS/DETOURS WARRANT AND AS DEEMED NECESSARY BY LADOT, EVEN IF THEY ARE NOT SHOWN ON THESE PLANS.
- WORKING HOURS FOR STAGING WILL BE LIMITED TO THE HOURS OF 7AM TO 11PM MONDAY THRU FRIDAY AND SATURDAY 7AM TO 11PM.
- WORKSITE TRAFFIC CONTROL IS FOR THE INSTALLATION OF SOLDIER PILES FOR THE TEMPORARY SUPPORT SYSTEM SHORING.
- LADOT PARKING METER DIVISION MUST BE NOTIFIED AT (213) 473-8270 AT LEAST TEN (10) WORKING DAYS PRIOR TO START OF CONSTRUCTION WHENEVER PARKING METERS WILL BE AFFECTED. LADOT PARKING METER DIVISION WILL COORDINATE THE REMOVAL OF METERS, POSTS AND SIGNS AS NEEDED AND, UPON COMPLETION OF THE PROJECT, THE REINSTALLATION OF METERS, POSTS, SIGNS AND/OR PAINT AS NEEDED. FAILURE TO NOTIFY LADOT PARKING METER DIVISION EITHER PRIOR TO OR UPON COMPLETION OF CONSTRUCTION WILL RESULT IN THE IMPOSITION OF A PENALTY AND MAKE THE CONTRACTOR LIABLE FOR THE COST OF ANY MISSING OR DAMAGED METERS, POSTS, SIGNS, ETC. THAT DEPARTMENT RECORDS INDICATE WERE PRESENT.

WORKSITE TRAFFIC CONTROL NOTES (CONT'D)

- UNLESS K-RAILS AND CRASH CUSHIONS ARE INSTALLED, CONTRACTOR SHALL PROVIDE MIN. 5-FOOT SHOULDER FROM ANY OPEN EXCAVATION.
- ALL K-RAIL ENDS, PLATFORMS, AND FIXED OBJECTS WITHIN THE ROADWAY SHALL BE PROTECTED BY CRASH CUSHIONS OR BY AN APPROVED ATTENUATION SYSTEM, UNLESS THEY ARE PLACED AT LEAST 15 FEET AWAY FROM EDGE OF TRAVELED WAY. AT A DRIVEWAY, FOR A 20-FOOT K-RAIL THE HORIZONTAL OFFSET SHALL NOT EXCEED 5 FEET (MAX. TAPER RATE SHALL NOT EXCEED 4:1).
- NOTIFY FILM LA (JOSH MINGO) AT (213) 977-8600 AT LEAST FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION TO COORDINATE WITH FILMING ACTIVITIES.
- ALL TEMPORARY SIGNAGE INSTALLED ADJACENT TO PEDESTRIAN TRAVEL WAY MUST ALLOW FOR ADA-COMPLIANT PASSAGEWAYS.
- CONCRETE K-RAIL SECTIONS TO BE CONTINUOUSLY CONNECTED. IN AREAS WITH LESS THAN 2-FEET TO EDGE OF EXCAVATION, SECURE K-RAIL TO PAVEMENT PER CALTRANS SPECIFICATIONS.
- ANY CHANGES TO WORK AREAS, WORK HOURS, AND/OR APPROVED PLANS SHALL BE SUBMITTED TO LADOT FOR REVIEW AND APPROVAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR STRIPING (PROPOSED AND EXISTING) SHOWN ON THIS WTCP TO BE IN GOOD CONDITION AND VISIBLE. THE CONTRACTOR SHALL REPAINT ANY FADED EXISTING STRIPING AS DIRECTED BY THE LADOT ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY MISSING OR DAMAGED SIGNS (DUE TO CONSTRUCTION) ACCORDING TO THE LATEST LADOT SPECIFICATIONS.
- BOARD OF PUBLIC WORKS OR THEIR DESIGNEE (BUREAU OF STREET SERVICES) SHALL APPROVE ALL STREET AND SIDEWALK CLOSURES. AN EXEMPTION OF THE MAYOR'S DIRECTIVE #2 (RUSH HOUR CONSTRUCTION ON ANY CITY STREETS) MUST BE APPROVED BY BUREAU OF ENGINEERING FOR ALL PEAK HOUR LANE CLOSURES ON ARTERIAL STREETS.
- THE CONTRACTOR SHALL NOTIFY LOS ANGELES FIRE DEPARTMENT (LAFD) CAPTAIN IN CHARGE, OPERATIONS CONTROL DIVISION AT (213) 485-6185 AND APPROPRIATE LOCAL FIRE STATION NOT LESS THAN 72-HOURS PRIOR TO IMPLEMENTING ANY STREET CLOSURE.
- THE CONTRACTOR SHALL NOTIFY LOS ANGELES POLICE DEPARTMENT (LAPD) AT (213) 485-2651 AND APPROPRIATE LOCAL POLICE DIVISION NOT LESS THAN 72-HOURS PRIOR TO IMPLEMENTING ANY STREET CLOSURE.
- THE CONTRACTOR SHALL INSTALL SIDE REFLECTORS WITH CUBE-CORNER LENSES OR TOP-MOUNTED REFLECTORS (FACING THE DRIVER) ON ALL K-RAIL BARRIERS.
- TRUCK HAUL ROUTES SHALL NOT USE LOCAL OR COLLECTOR STREETS. ALL TRUCK ROUTES SHALL BE APPROVED BY THE BUREAU OF STREET SERVICES AND ADOPTED BY THE TCTMC.
- IF CONFLICT WILL OCCUR BETWEEN THIS STAGE OF CONSTRUCTION AND THE WILSHIRE BRT STRIPING, THE CONTRACTOR SHALL SUBMIT NEW PLANS AND OBTAIN APPROVALS FROM LADOT BEFORE PROCEEDING TO IMPLEMENTATION.
- CONTRACTOR SHALL NOT CLOSE TRAFFIC LANES UNTIL READY TO START WORK WITHIN THE LANE CLOSURE. TRAFFIC LANE CLOSURES SHALL BE REMOVED IF WORK WITHIN THE CLOSURE IS NOT BEING ACTIVELY PURSUED.

TEMPORARY STRIPING NOTES

- REMOVE ALL CONFLICTING STRIPING PRIOR TO INSTALLATION OF TCP.
- WHEN REMOVAL IS REQUIRED BY CONSTRUCTION, CROSSWALK MARKINGS AND PEDESTRIAN SIGNAL HEADS SHALL BE REMOVED SIMULTANEOUSLY.
- BUBBLE NOTES: SEE PLAN SHEETS.
- WHEN REQUIRED BY CONSTRUCTION, THE CONTRACTOR SHALL MAKE ARRANGEMENTS WITH METRO, OR THE APPROPRIATE TRANSIT OPERATION, FOR THE TEMPORARY RELOCATION OF BUS STOPS/ZONE. COORDINATE RELOCATION WITH LADOT FOR INSTALLATION OF "TEMPORARY TOW AWAY NO STOPPING-BUS ZONE" SIGNS.
- CONTRACTOR SHALL PROVIDE REFLECTORIZED CONES AT TYPE III BARRICADE SUPPORTS TO ALERT PEDESTRIANS TO THE BARRICADE SUPPORT.
- FIELD CONDITIONS MAY VARY FROM THOSE SHOWN ON THE TCP. IN THE EVENT FIELD CONDITIONS ARE DIFFERENT, THE CONTRACTOR SHALL COORDINATE WITH LADOT AND THE AUTHORITY BEFORE IMPLEMENTING THE TCP. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED TCP TO LADOT AND THE AUTHORITY FOR APPROVAL PRIOR TO IMPLEMENTATION.

RESTORATION STRIPING NOTES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE MARKOUT AND INSTALLATION OF ALL RESTORATION STRIPING/PAVEMENT MARKING. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE REMOVAL OF ALL CONFLICTING DETOUR, STRIPING, SIGNING, AND OTHER DETOUR-RELATED TRAFFIC CONTROL DEVICES PRIOR TO THE INSTALLATION OF THE FINAL STRIPING.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAINTING OF ALL EXISTING STRIPING THAT HAS BEEN DAMAGED DURING THE CONSTRUCTION PROCESS.
- MARKOUT SHALL BE HEAVY PAINT BRUSH MARKINGS OVER A PULLED ROPE IN THE RESPECTIVE WHITE AND YELLOW COLORS OF THE PROPOSED STRIPING. STRIPING AND PAVEMENT MARKING SHALL BE IN HOT APPLIED ALKYD THERMOPLASTIC IN ACCORDANCE WITH LADOT SPECIFICATION NO. S.51-005-10 AND 76-012-15.
- THE CONTRACTOR SHALL CONTACT LADOT TEMPORARY TRAFFIC MANAGEMENT SECTION (Email: edgar.rodriguez@lacity.org) AT LEAST (5) WORKING DAYS BEFORE BEGINNING OF MARKOUT, THE CONTRACTOR SHALL CORRECT ALL ERRORS IN MARKOUT REQUESTED BY LADOT. THE INSTALLATION OF THERMOPLASTIC STRIPING MAY PROCEED ONLY AFTER APPROVAL OF MARKOUT BY THE LADOT ENGINEER.
- TEMPORARY REFLECTIVE RAISED PAVEMENT MARKERS SHALL BE MAINTAINED ADJACENT TO ANY TEMPORARY CENTERLINE, MARKOUT CENTERLINE, OR A SCAR OF A SANDBLASTED CENTERLINE, AS APPLICABLE, AS PER LAYOUT STANDARD PLAN NO. S-453.0 IF CONTRACTOR IS UNABLE TO RESTORE STRIPING AS PLANNED.

STEEL PLATE NOTES:

- WHEN BACK FILLING OPERATIONS OF AN EXCAVATION IN THE TRAVELED WAY, WHETHER TRANSVERSE OR LONGITUDINAL, CANNOT BE PROPERLY COMPLETED WITHIN A WORKDAY, PROVIDE STEEL PLATE BRIDGING WITH A NONSKID SURFACE AND SHORING TO PRESERVE UNOBSTRUCTED TRAFFIC FLOW. IN SUCH CASES, THE FOLLOWING CONDITIONS SHALL APPLY:
 - STEEL PLATES USED FOR BRIDGING SHALL EXTEND A MINIMUM OF 12 INCHES BEYOND THE EDGES OF THE TRENCH.
 - INSTALL STEEL PLATE BRIDGING TO OPERATE WITH MINIMUM NOISE.
 - SHORE THE TRENCH TO SUPPORT THE BRIDGING AND TRAFFIC LOADS.
 - USE TEMPORARY PAVING WITH COLD ASPHALT CONCRETE TO FEATHER THE EDGES OF THE PLATES.

WORKZONE NOTES:

- SOLDIER PILES SHOWN ARE SUGGESTIVE AND SUBJECT TO CHANGE UPON COMPLETION OF EXCAVATION SUPPORT SYSTEM DESIGN.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL
- TWO WAY LEFT TURN YELLOW LANE (4" SOLID LINE AND 4"x12' @ 36" GAP WITH 3" CLEARANCE)

LADOT HAS DETERMINED THAT THERE WILL BE SIGNIFICANT IMPACT TO TRAFFIC CIRCULATION DUE TO THE REQUESTED EXEMPTION FOR LANE CLOSURES DURING PEAK PERIODS. LADOT'S ACCEPTANCE OF THIS WORKSITE PLAN DOES NOT CONSTITUTE A MITIGATION FOR SUCH AN IMPACT.

* CONTRACTOR TO OBTAIN PROPER APPROVALS FOR NOISE VARIANCE FROM LAPD BEYOND THE NORMAL WORKING HOURS AUTHORIZED IN THE LOS ANGELES MUNICIPAL CODE.

SETUP OF TRAFFIC CONTROL (K-RAILS AND STRIPING) SHALL BE DONE ON WEEKENDS ONLY.



REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

DESIGNED BY	C. SANTOS
DRAWN BY	C. SANTOS
CHECKED BY	K. DERDERIAN
IN CHARGE	K. DERDERIAN
DATE	10/02/2015



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

7700 IRVINE CENTER DR. SUITE 470 IRVINE, CA 92618 T 949-753-9010 F 949-753-9014

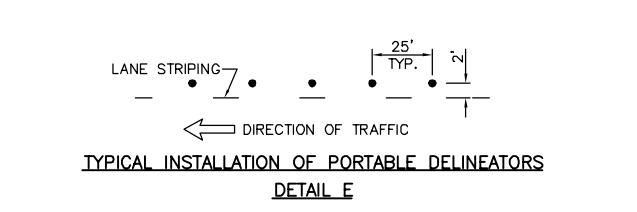
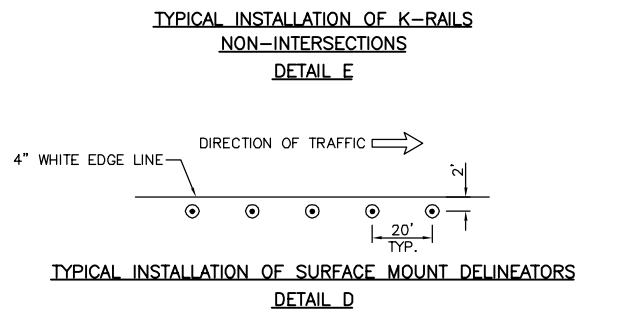
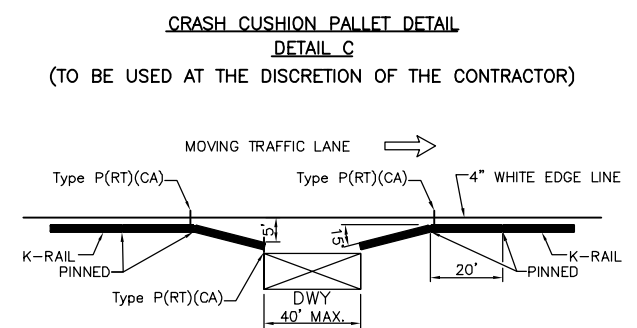
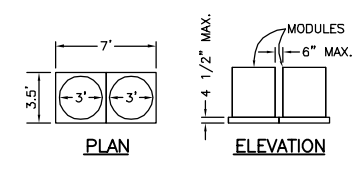
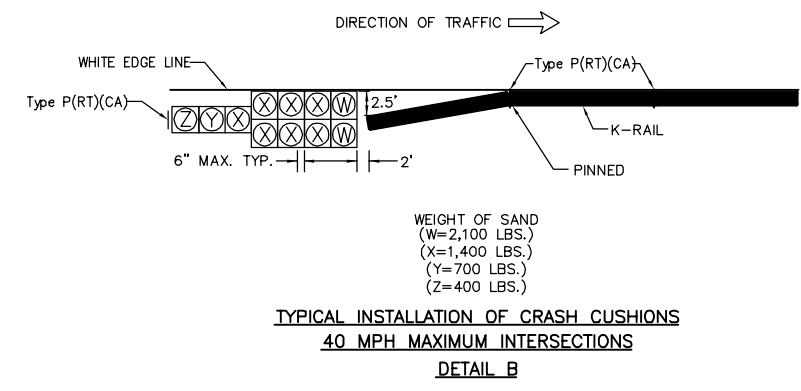
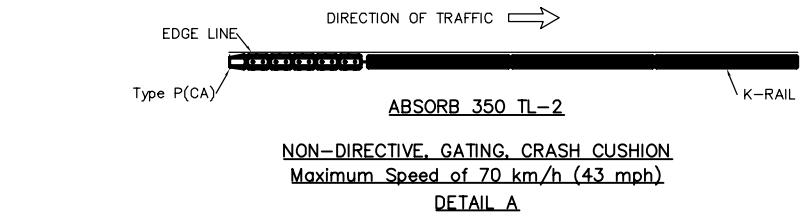
CENTURY CITY CONSTELLATION STATION	
REVIEWED _____ Transportation Engineer	ACCEPTED _____ Senior Transportation Engineer
INSTALLATION DATES _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	TRAFFIC CONTROL PLAN CENTURY CITY CONSTELLATION STATION GENERAL NOTES, LEGEND AND DETAILS
STRIPING COMPLETED: _____	
References: FIELD CHECK A-	
Thomas Guide _____ District _____	PROJECT NO. _____ DRAWING NO. _____
632-E W	PCR _____ TF-1500 1/39

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
GENERAL NOTES

CONTRACT NO	
DRAWING NO	TF-1500
SCALE	NO SCALE
SHEET NO	

LEGEND

PROPOSED	EXISTING	EXISTING TO BE REMOVED	
			CONSTRUCTION AREA
			SIGNALIZED INTERSECTION
			RED CURB
			STRIPING AND MARKING
			2'x20' K-RAIL (INTERCONNECTED)
			TYPE II BARRICADE/WITH SIGN AS NOTED
			TYPE III BARRICADE/WITH SIGN AS NOTED
			SIGN AND POST
			SIGN ON EXISTING POLE
			30" EPOXY SURFACE MOUNT DELINEATOR WITH REFLECTIVE SHEETING
			28" PORTABLE DELINEATOR
			PORTABLE FLASHING ARROW BOARD (FAB)
			SIGN ON TEMPORARY SIGNAL STANDARD
			SIGN ON TEMPORARY SIGNAL MAST ARM
			PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
			CRASH CUSHION ARRAY "TS-11"
			PORTABLE DIAMOND FLASHING BOARD
			FLAGGER
			HIGH LEVEL WARNING DEVICES
			ABSORB 350 TL-2
			FENCE WITH SCREEN



CONSTRUCTION PHASING	CONSTRUCTION ACTIVITY	SHEET(S)	ANTICIPATED DURATION
STAGE-1	SOLDIER PILE CONSTRUCTION FIRST 250' + NORTH SIDE OF CONSTELLATION BLVD	3,4	15 WORKING DAYS
STAGE-1A	SOLDIER PILE CONSTRUCTION FIRST 250' + NORTH SIDE OF CONSTELLATION BLVD WEEKEND DRIVEWAY CLOSURE SET UP	3	3 WEEKENDS
STAGE-2	SOLDIER PILE CONSTRUCTION FIRST 350' + SOUTH SIDE OF CONSTELLATION BLVD UTILITIES ON THE NORTH SIDE OF CONSTELLATION (WATER, GAS & POWER)	5,6	30 WORKING DAYS
STAGE-3	DECKING FIRST 250' + UTILITIES N/S (WATER & GAS)	7,8,9	4 WEEKENDS
STAGE-4	LAUNCH BOX EXCAVATION UTILITIES N/S (WATER, GAS & POWER)	11,12	100 WORKING DAYS
STAGE-5	TBM LAUNCH UTILITIES S/S (POWER)	13,14,15	9 MONTHS
STAGE-6	TBM SUPPORT UTILITIES S/S (POWER)	16,17	5 MONTHS
STAGE-7	S/S PILING UTILITIES S/S (POWER)	18,19	35 WORKING DAYS
STAGE-7A	S/S PILING CROSSING AVENUE OF THE STARS WEEKEND SET-UP	20,21	2 WEEKENDS
STAGE-7B	S/S PILING CROSSING AVENUE OF THE STARS WEEKEND SET-UP	22,23	4 WEEKENDS
STAGE-7C	S/S PILING CROSSING AVENUE OF THE STARS WEEKEND SET-UP	24,25	5 WEEKENDS
STAGE-7D,7E	S/S PILING CROSSING AVENUE OF THE STARS WEEKEND DRIVEWAY CLOSURE SET-UP	18,19	3 WEEKENDS
STAGE-8	N/S PILING UTILITIES N/S (WATER, GAS & POWER)	26,27	40 WORKING DAYS
STAGE-8A	N/S PILING CROSSING AVENUE OF THE STARS WEEKEND SET-UP	28,29	2 WEEKENDS
STAGE-8B	N/S PILING CROSSING AVENUE OF THE STARS WEEKEND SET-UP	30,31	4 WEEKENDS
STAGE-8C	N/S PILING CROSSING AVENUE OF THE STARS WEEKEND SET-UP	32,33	3 WEEKENDS
STAGE-8D	N/S PILING CROSSING AVENUE OF THE STARS WEEKEND DRIVEWAY CLOSURE SET-UP	27	4 WEEKENDS
STAGE-9	DECKING FULL CLOSURE (NIGHTS/WEEKENDS)	34,35,36	
STAGE-10	LONGTERM STAGING	38,39	3 YEARS

1"=20' ORIGINAL MAP SCALE 1"=40'

REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

DESIGNED BY	C. SANTOS
DRAWN BY	C. SANTOS
CHECKED BY	K. DERDERIAN
IN CHARGE	K. DERDERIAN
DATE	10/02/2015



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

7700 IRVINE CENTER DR. SUITE 470 IRVINE, CA 92618 T 949-753-9010 F 949-753-9014

CENTURY CITY CONSTELLATION STATION	
REVIEWED _____ Transportation Engineer	ACCEPTED _____ Senior Transportation Engineer
INSTALLATION DATES _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	TRAFFIC CONTROL PLAN CENTURY CITY CONSTELLATION STATION LEGEND AND DETAILS
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: FIELD CHECK A-	
Thomas Guide 632-E3	District W
PROJECT NO. PCR _____	DRAWING NO. TF-1501 2/39

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

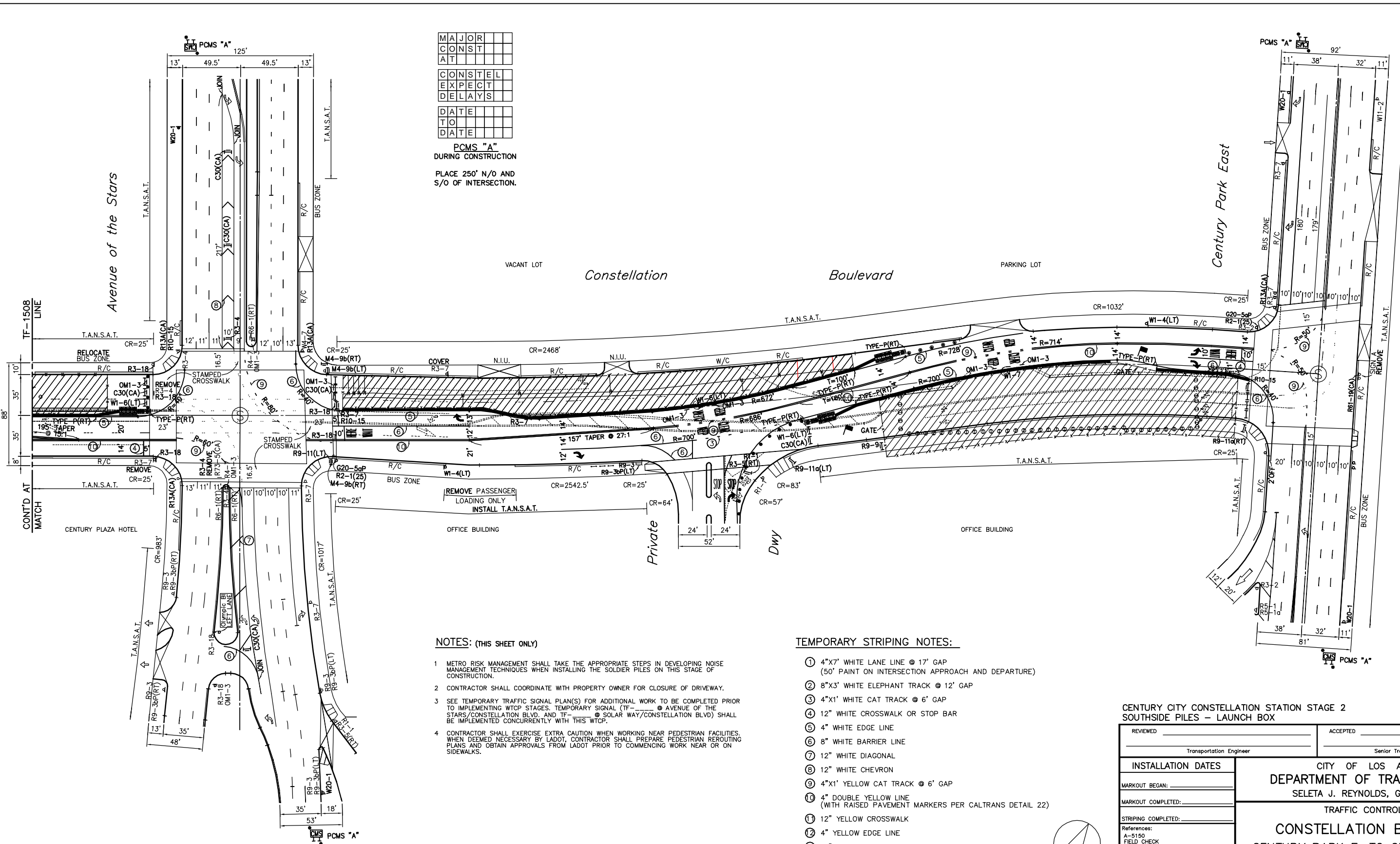
WESTSIDE PURPLE LINE EXTENSION - SECTION 2 STATION SHORING & EXCAVATION WORKSITE TRAFFIC CONTROL PLAN CENTURY CITY CONSTELLATION STATION LEGEND AND DETAILS	
CONTRACT NO	REV
DRAWING NO TF-1501	
SCALE NO SCALE	
SHEET NO	

CADD PROJECT FILE NAME: I:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\CONSTELLATION STATION - TRAFFIC CONTROL SHEETS\COXXX11501.dwg Oct 01, 2015 2:21pm SantosC

1"=20'
ORIGINAL MAP SCALE
1"=40'

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PCMS "A"
DURING CONSTRUCTION
PLACE 250' N/O AND
S/O OF INTERSECTION.

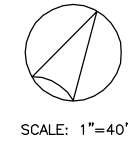


NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1507) @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1508 @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL



SCALE: 1"=40'

R1-1	R3-5(RT)
R3-2	R3-4
R3-7	R3-18
R9-3	R9-3bP(LT)
R10-15	R9-11(LT)
R9-11a(LT)	R9-11a(RT)
R13a(CA)	OM1-3
M4-9b(LT)	M4-9b(RT)
W1-4(LT)	W1-4(RT)
C30(CA)	TYPE P(LT)
W1-7	W20-1
R2-1(25)	R9-9
R61-19	G20-5aP

**CENTURY CITY CONSTELLATION STATION STAGE 2
SOUTHSIDE PILES – LAUNCH BOX**

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: A-5150 FIELD CHECK	
Thomas Guide: 632-E3	District: W
PROJECT NO. PCR_____	DRAWING NO. TF-1507
	5

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY J. BANZON
DRAWN BY J. BANZON
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 2 – SHEET 1

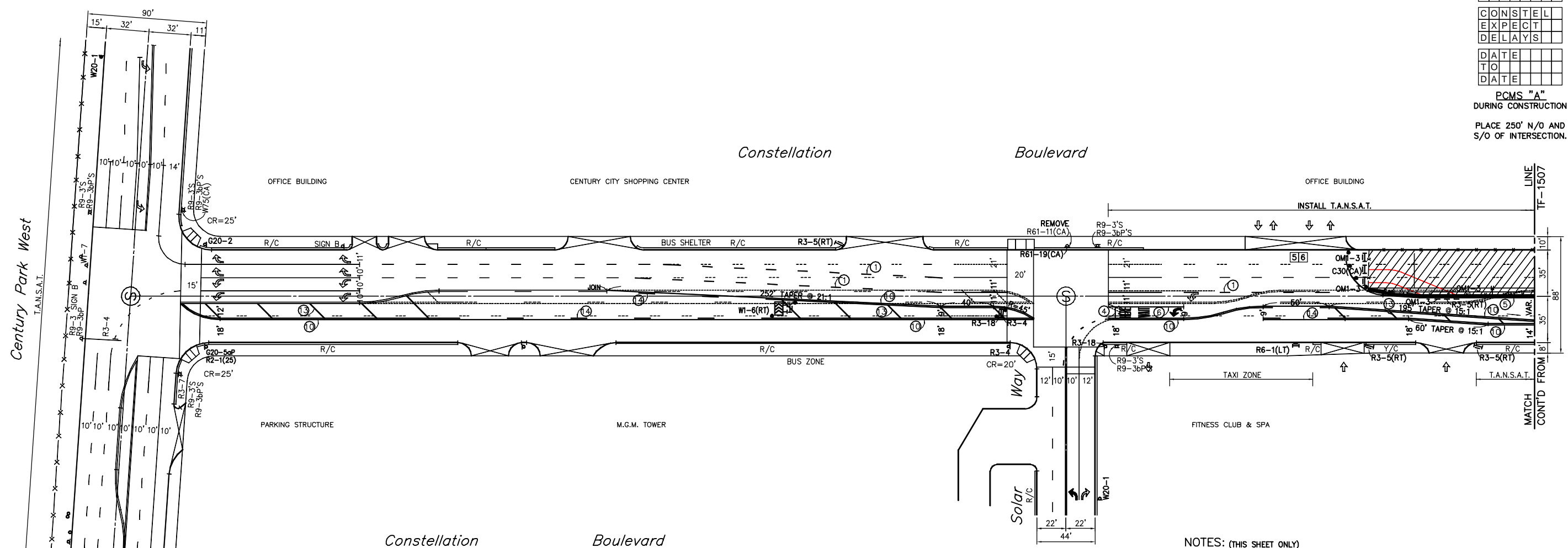
CONTRACT NO. _____
DRAWING NO. TF-1507
SCALE: 1"=40'
SHEET NO. _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - TRAFFIC CONTROL SHEETS\507_08.dwg Sep 30, 2015 12:00pm..._SunLoc

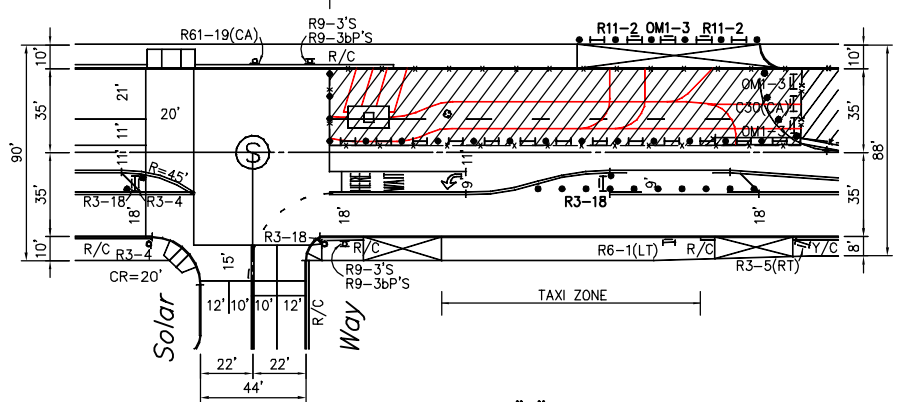
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SPEED LIMIT 25	ONLY
R2-1(25)	R3-5(RT)
R3-4	R3-18
R61-19	G20-2
G20-5aP	W1-6(RT)
W4-2(LT)	W20-1
OM1-3	C30(CA)
R6-1(RT)	R11-2

PCMS "A"
DURING CONSTRUCTION
PLACE 250' N/O AND S/O OF INTERSECTION.



1"=20'
ORIGINAL MAP SCALE
1"=40'



DETAIL "A"
WORKING HOURS DURING WEEKEND SETUP
FRIDAY 9PM TO MONDAY 6AM.

NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1508) AT AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1509 AT SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTOP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.
- CONTRACTOR TO COORDINATE WITH THE BUSINESS (PROPERTY) OWNERS FOR THE CLOSURE OF DRIVEWAY(S) AND PROVIDE AN ACCESS TO ALLOW FOR INGRESS AND EGRESS. CONTRACTOR SHALL TRENCH PLATE DURING OR BACKFILL TO PROVIDE ACCESS DURING NON-WORKING HOURS.
- SEE DETAIL "A" INSET ON THIS SHEET FOR WORK TO BE COMPLETED DURING WEEKENDS.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL
- 4" YELLOW TWO-WAY LEFT TURN LANE LINE

CENTURY CITY CONSTELLATION STATION STAGE 2
SOUTHSIDE PILES - LAUNCH BOX

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	TRAFFIC CONTROL PLAN
MARKOUT COMPLETED: _____	CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
STRIPING COMPLETED: _____	References: A-5150 FIELD CHECK
Thomas Guide: 632-E3	District: W
PROJECT NO: PCR_____	DRAWING NO: TF-1508
6	39

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

DESIGNED BY	J. BANZON
DRAWN BY	J. BANZON
CHECKED BY	K. DERDERIAN
IN CHARGE	K. DERDERIAN
DATE	10/02/2015



LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

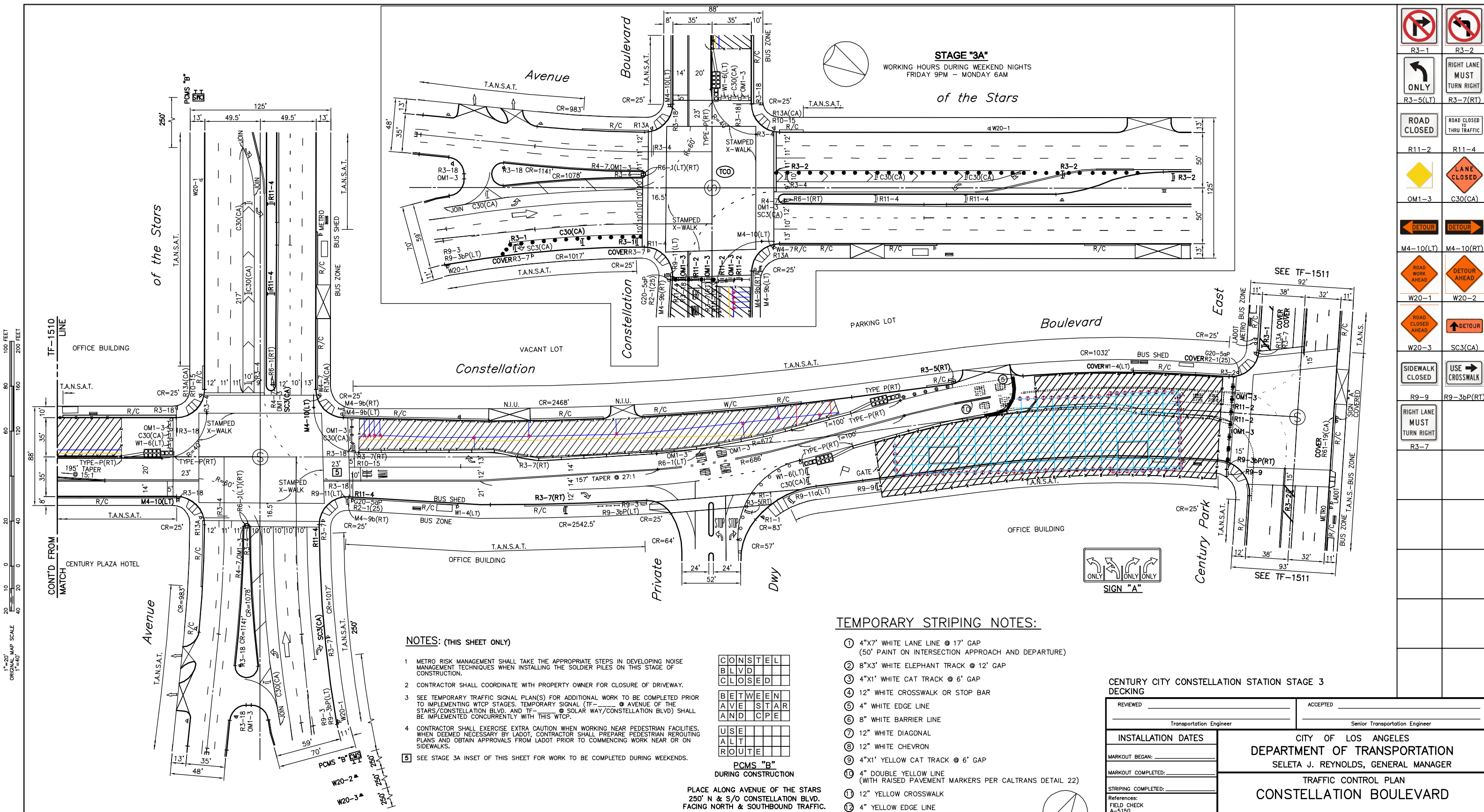
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 2 - SHEET 2

CONTRACT NO	
DRAWING NO	TF-1508
SCALE	1"=40'
SHEET NO	

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

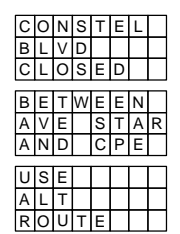
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STAGE "3A"
 WORKING HOURS DURING WEEKEND NIGHTS
 FRIDAY 9PM - MONDAY 6AM
of the Stars

NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1510) @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1511 @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.
- SEE STAGE 3A INSET OF THIS SHEET FOR WORK TO BE COMPLETED DURING WEEKENDS.

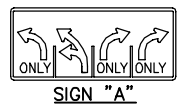


PCMS "B"
 DURING CONSTRUCTION
 PLACE ALONG AVENUE OF THE STARS
 250' N & S/O CONSTELLATION BLVD.
 FACING NORTH & SOUTHBOUND TRAFFIC.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP
(50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE
(WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 2 WAY LEFT TURN

SCALE: 1"=40'



**CENTURY CITY CONSTELLATION STATION STAGE 3
 DECKING**

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER	
TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.	
MARKOUT BEGAN: _____	MARKOUT COMPLETED: _____
STRIPING COMPLETED: _____ References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide: _____	District: _____
PROJECT NO. PCR _____	DRAWING NO. TF-1509 / 7
632-E3	W

REVIEWED: _____ 20
 BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
C. SANTOS
 DRAWN BY
C. SANTOS
 CHECKED BY
K. DERDERIAN
 IN CHARGE
K. DERDERIAN
 DATE
10/02/2015



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

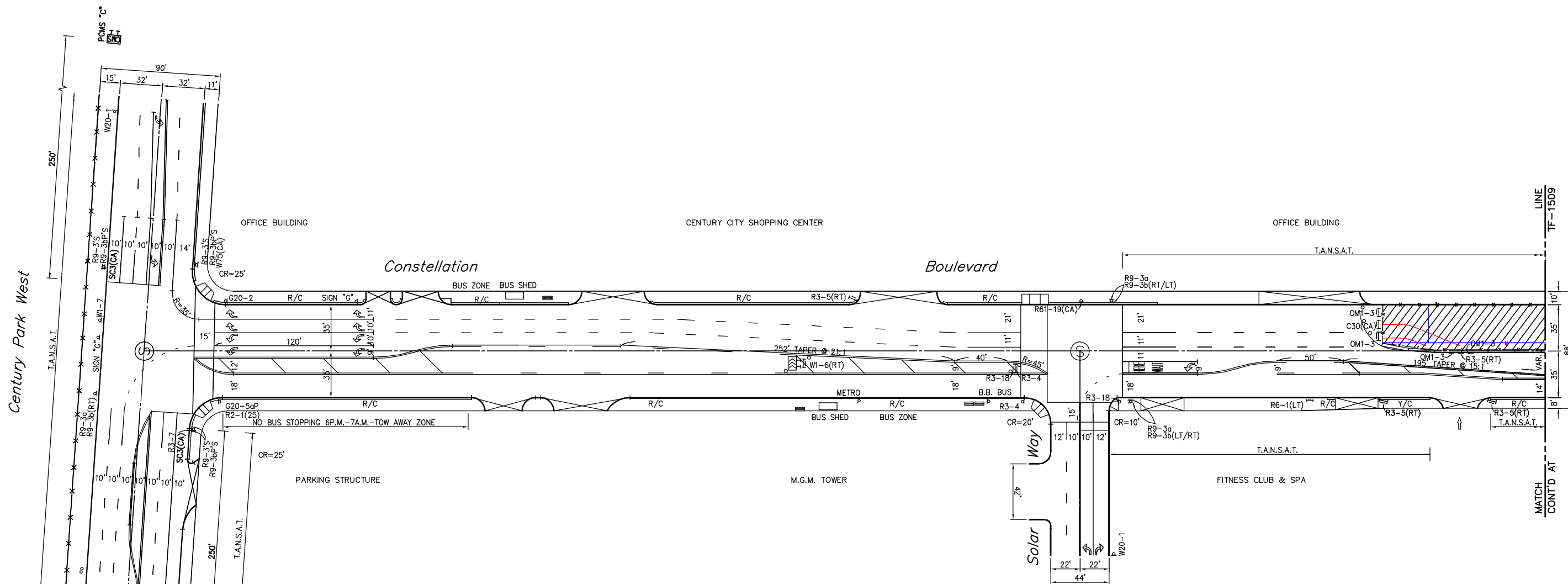
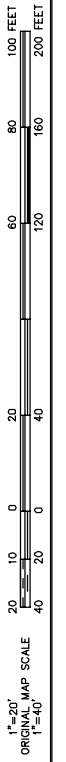
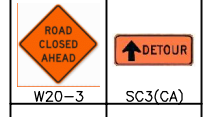
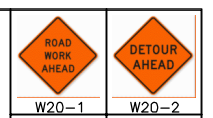
INTUEOR
 MAXIMIZING VALUE
 7700 IRVINE CENTER DR.
 SUITE 470
 IRVINE, CA 92618
 T 949-753-9010
 F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 3 - SHEET 1

CONTRACT NO	
DRAWING NO	REV
TF-1509	
SCALE	1"=40'
SHEET NO	

	R3-1		R3-2
	R3-5(LT)		R3-7(RT)
	R11-2		R11-4
	OM1-3		C30(CA)
	M4-10(LT)		M4-10(RT)
	W20-1		W20-2
	W20-3		SC3(CA)
	R9-9		R9-3bP(RT)
	R3-7		

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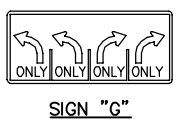
TEMPORARY STRIPING NOTES:

- ① 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- ② 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- ③ 4"x1' WHITE CAT TRACK @ 6' GAP
- ④ 12" WHITE CROSSWALK OR STOP BAR
- ⑤ 4" WHITE EDGE LINE
- ⑥ 8" WHITE BARRIER LINE
- ⑦ 12" WHITE DIAGONAL
- ⑧ 12" WHITE CHEVRON
- ⑨ 4"x1' YELLOW CAT TRACK @ 6' GAP
- ⑩ 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- ⑪ 12" YELLOW CROSSWALK
- ⑫ 4" YELLOW EDGE LINE
- ⑬ 2 WAY LEFT TURN

CON	STEL
BLVD	
CLOSED	

B	E	T	E	E	N	
A	V	E	S	T	A	R
A	N	D	C	P	E	

U	S	E		
A	L	T		
R	O	U	T	E



PCMS "C"
DURING CONSTRUCTION
PLACE ALONG CENTURY PARK WEST
250' N & S/O CONSTELLATION BLVD.
FACING NORTH & SOUTHBOUND TRAFFIC.

CENTURY CITY CONSTELLATION STATION STAGE 3
DECKING

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer

INSTALLATION DATES: _____

MARKOUT BEGAN: _____

MARKOUT COMPLETED: _____

STRIPING COMPLETED: _____

References:
FIELD CHECK
A-5150
A-2839
A-6173

Thomas Guide	District	PROJECT NO.	DRAWING NO.
632-E3	W	PCR_____	TF-1510

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
SELETA J. REYNOLDS, GENERAL MANAGER

TRAFFIC CONTROL PLAN
CONSTELLATION BOULEVARD
CENTURY PARK E. TO CENTURY PARK W.

8 / 39

REVIEWED: _____ 20 _____

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

DESIGNED BY	C. SANTOS
DRAWN BY	C. SANTOS
CHECKED BY	K. DERDERIAN
IN CHARGE	K. DERDERIAN
DATE	10/02/2015



LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

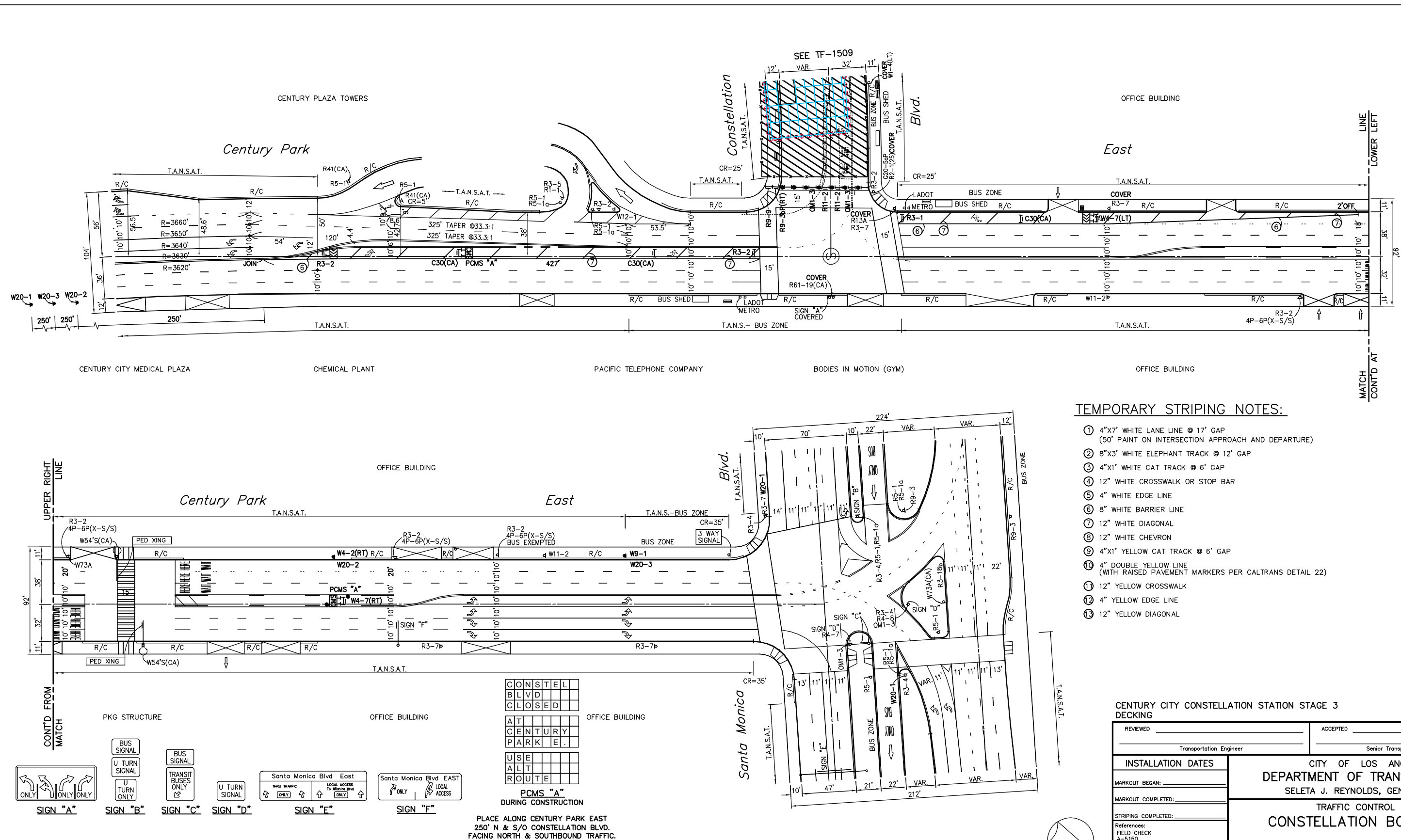
WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 3 - SHEET 2

CONTRACT NO.	
DRAWING NO.	TF-1510
SCALE	1"=40'
SHEET NO.	

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control Sheets\c0xxx11510.dwg Sep 30, 2015 11:39am_SantosoC

1"=20'
ORIGINAL MAP SCALE
1"=40'



TEMPORARY STRIPING NOTES:

- ① 4"x7' WHITE LANE LINE @ 17' GAP
(50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- ② 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- ③ 4"x1' WHITE CAT TRACK @ 6' GAP
- ④ 12" WHITE CROSSWALK OR STOP BAR
- ⑤ 4" WHITE EDGE LINE
- ⑥ 8" WHITE BARRIER LINE
- ⑦ 12" WHITE DIAGONAL
- ⑧ 12" WHITE CHEVRON
- ⑨ 4"x1' YELLOW CAT TRACK @ 6' GAP
- ⑩ 4" DOUBLE YELLOW LINE
(WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- ⑪ 12" YELLOW CROSSWALK
- ⑫ 4" YELLOW EDGE LINE
- ⑬ 12" YELLOW DIAGONAL

R3-1	R3-2
R11-2	C30(CA)
OM1-3	W4-2(RT)
W4-7(RT)	W4-7(LT)
W9-1(RT)	W20-1
W20-2	W20-3
R9-9	R9-3bP(RT)

CENTURY CITY CONSTELLATION STATION STAGE 3 DECKING

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER	
TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.	
MARKOUT BEGAN: _____	MARKOUT COMPLETED: _____
STRIPING COMPLETED: _____	References: FIELD CHECK A-5150 A-2839 A-6173
Thomas Guide: 632-E3	District: W
PROJECT NO.: PCR_____	DRAWING NO.: TF-1511
	9/39

REVIEWED: _____ 20 _____

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY: C. SANTOS
 DRAWN BY: C. SANTOS
 CHECKED BY: K. DERDERIAN
 IN CHARGE: K. DERDERIAN
 DATE: 10/02/2015

Metro
 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

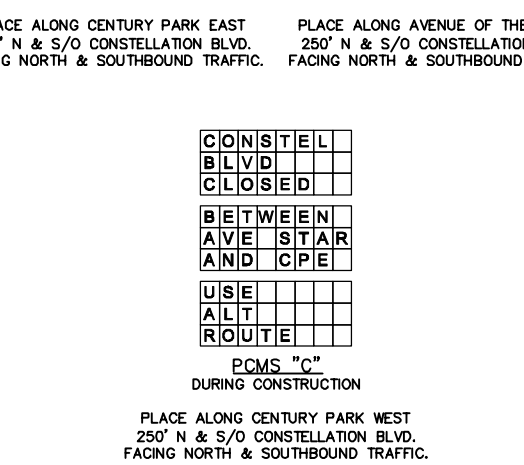
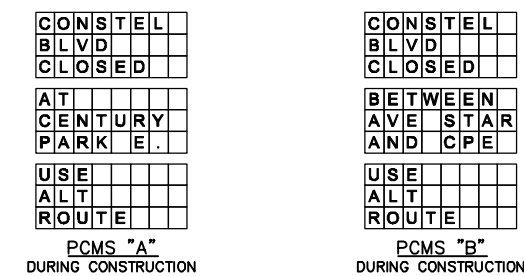
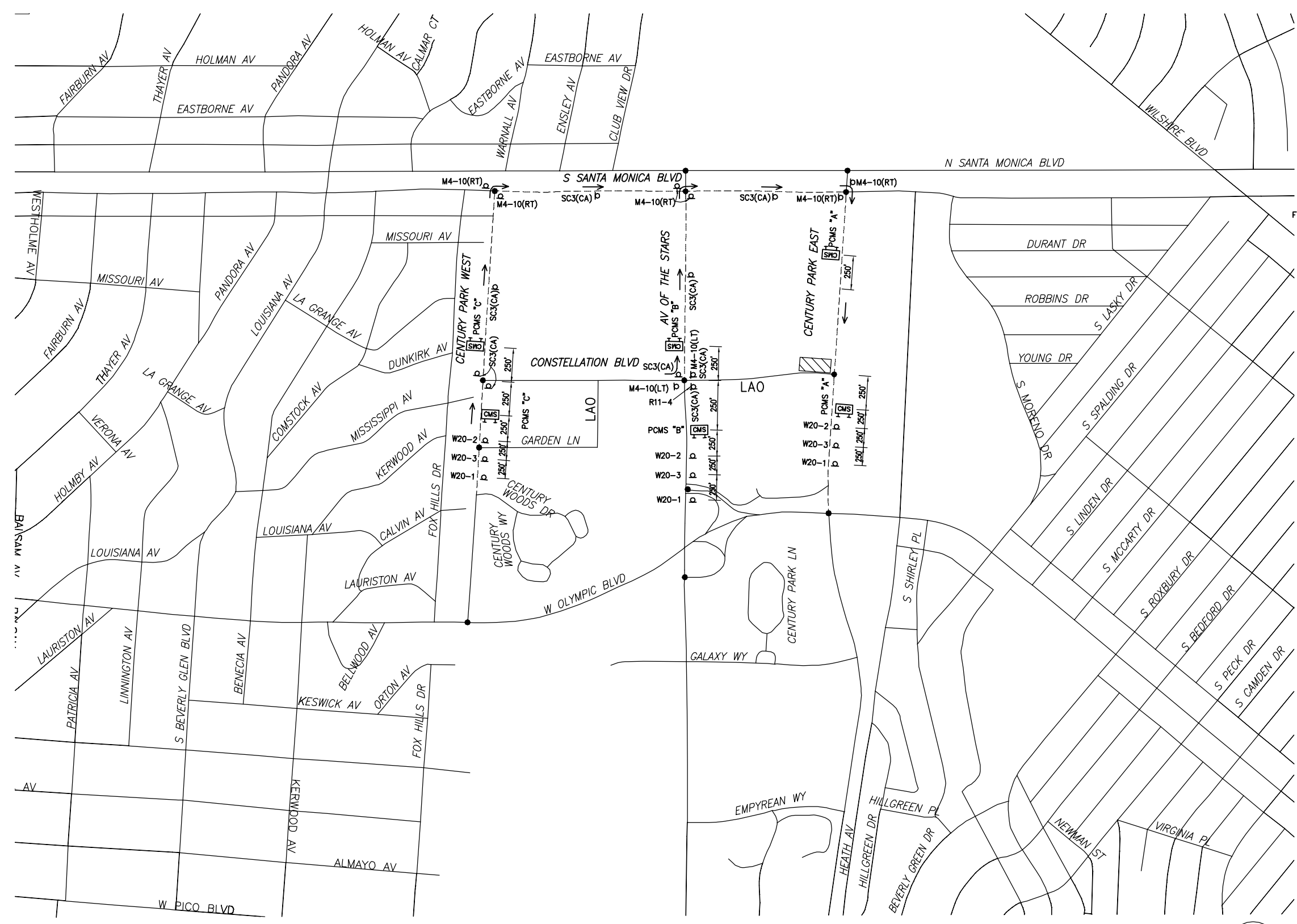
INTUEOR
 MAXIMIZING VALUE
 7700 IRVINE CENTER DR. SUITE 470
 IRVINE, CA 92618
 T 949-753-9010
 F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 3 - SHEET 3

CONTRACT NO: _____
 DRAWING NO: TF-1511
 SCALE: 1"=40'
 SHEET NO: _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control Sheets\COXX11511.dwg Sep 30, 2015 11:39am - Santoso

1"=20'
ORIGINAL MAP SCALE
1"=40'



- LEGEND:**
- - SIGNALIZED INTERSECTION
 - ▨ - PROPOSED WORK AREA
 - ◊ - PROPOSED DETOUR SIGN
 - ◻ - PROPOSED CHANGEABLE MESSAGE SIGN (PCMS)
 - TOO - TRAFFIC CONTROL OFFICER
 - LAO - LOCAL ACCESS ONLY

NOTES: (THIS SHEET ONLY)

1. SEE DRAWING TF-xxxx FOR ALL WTCP SIGNS ASSOCIATED WITH THIS DETOUR.

ROAD CLOSED TO THRU TRAFFIC	DETOUR
R11-4	M4-10(LT)
DETOUR	ROAD WORK AHEAD
M4-10(RT)	W20-1
DETOUR AHEAD	ROAD CLOSED AHEAD
W20-2	W20-3
DETOUR	
SC3(CA)	

CENTURY CITY CONSTELLATION STATION STAGE 3 & 5
DECKING & TBM LAUNCH DETOUR

REVIEWED: _____	ACCEPTED: _____				
Transportation Engineer	Senior Transportation Engineer				
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD EASTBOUND CLOSURE-STAGE 3 & 5				
MARKOUT BEGAN: _____					
MARKOUT COMPLETED: _____					
STRIPING COMPLETED: _____					
References: _____					
Thomas Guide	District	PROJECT NO. PCR_____	DRAWING NO. TF-1512	10	39

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
C. SANTOS
DRAWN BY
C. SANTOS
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
TRAFFIC DETOUR PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 3 & 5 - SHEET 4

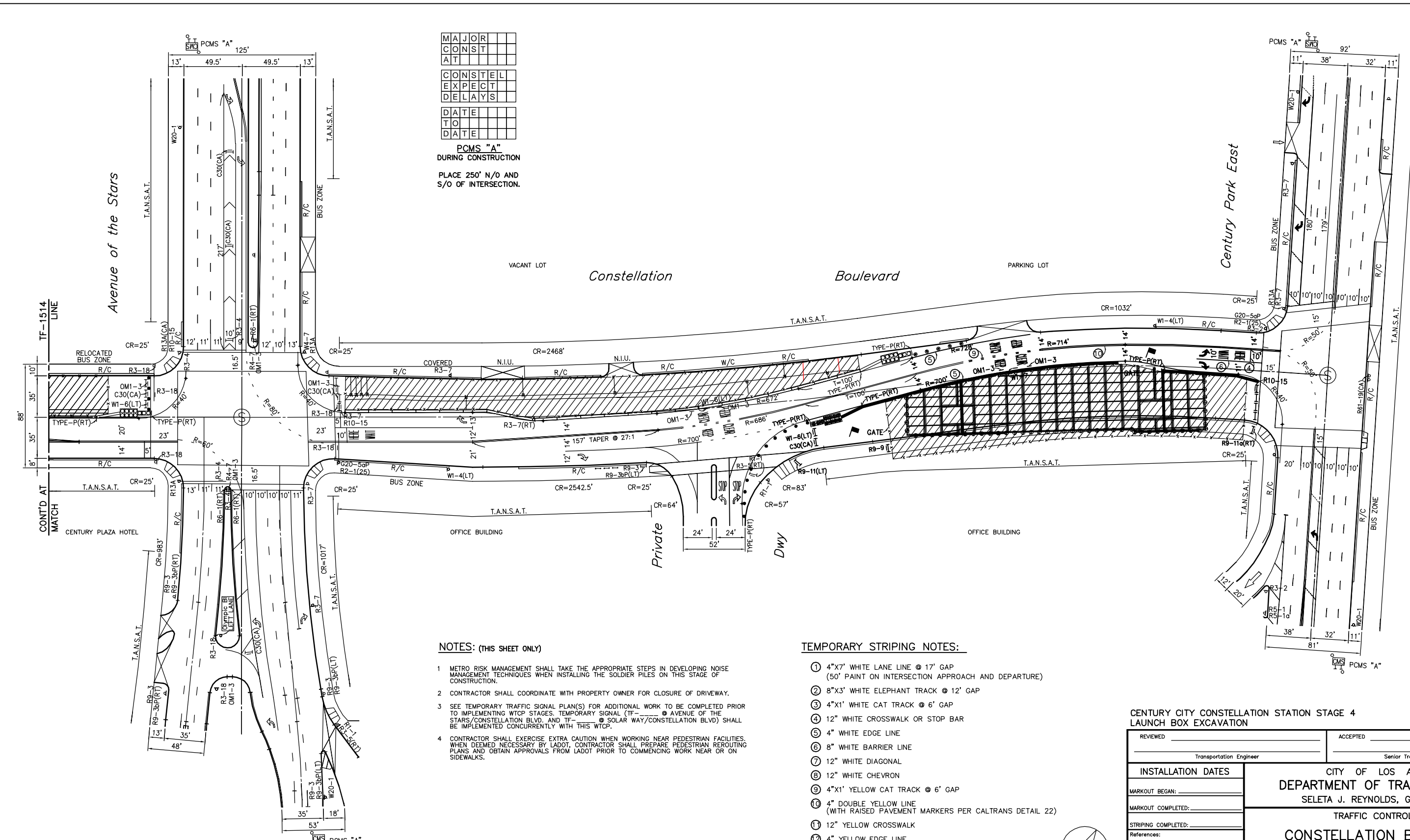
CONTRACT NO	
DRAWING NO	TF-1512
SCALE	1"=40'
SHEET NO	

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control\Sheets\c0xxx11512.dwg Sep 30, 2015 11:44am - Santos

1"=20'
ORIGINAL MAP SCALE
1"=40'

MAJOR			
CONST			
AT			
CONSTEL			
EXPECT			
DELAYS			
DATE			
TO			
DATE			

PCMS "A"
DURING CONSTRUCTION
PLACE 250' N/O AND
S/O OF INTERSECTION.

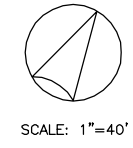


NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1513) @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1514 @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.

TEMPORARY STRIPING NOTES:

- 4"x7" WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3" WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1" WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1" YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL



SCALE: 1"=40'

	R10-15		OM1-3
	W1-7		TYPE P(RT)
	SIDWALK CLOSED		W1-6(LT)
	LANE CLOSED		SIDWALK CLOSED CROSS HERE
	C30(CA)		R9-11a(RT)
	SIDWALK CLOSED AHEAD		R9-11(LT)

CENTURY CITY CONSTELLATION STATION STAGE 4 LAUNCH BOX EXCAVATION

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	TRAFFIC CONTROL PLAN
MARKOUT COMPLETED: _____	CONSTELLATION BOULEVARD
STRIPING COMPLETED: _____	CENTURY PARK E. TO CENTURY PARK W.
References: A-5150 FIELD CHECK	
Thomas Guide: 632-E3	District: W
PROJECT NO: PCR_____	DRAWING NO: TF-1513
	11

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY J. BANZON
DRAWN BY J. BANZON
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 4 - SHEET 1

CONTRACT NO: _____
DRAWING NO: TF-1513
SCALE: 1"=40'
SHEET NO: _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\CONSTITUTION-STATION - TRAFFIC CONTROL SHEETS\c0xxx1f1513_14.dwg Sep 30, 2015 12:08pm... Santos

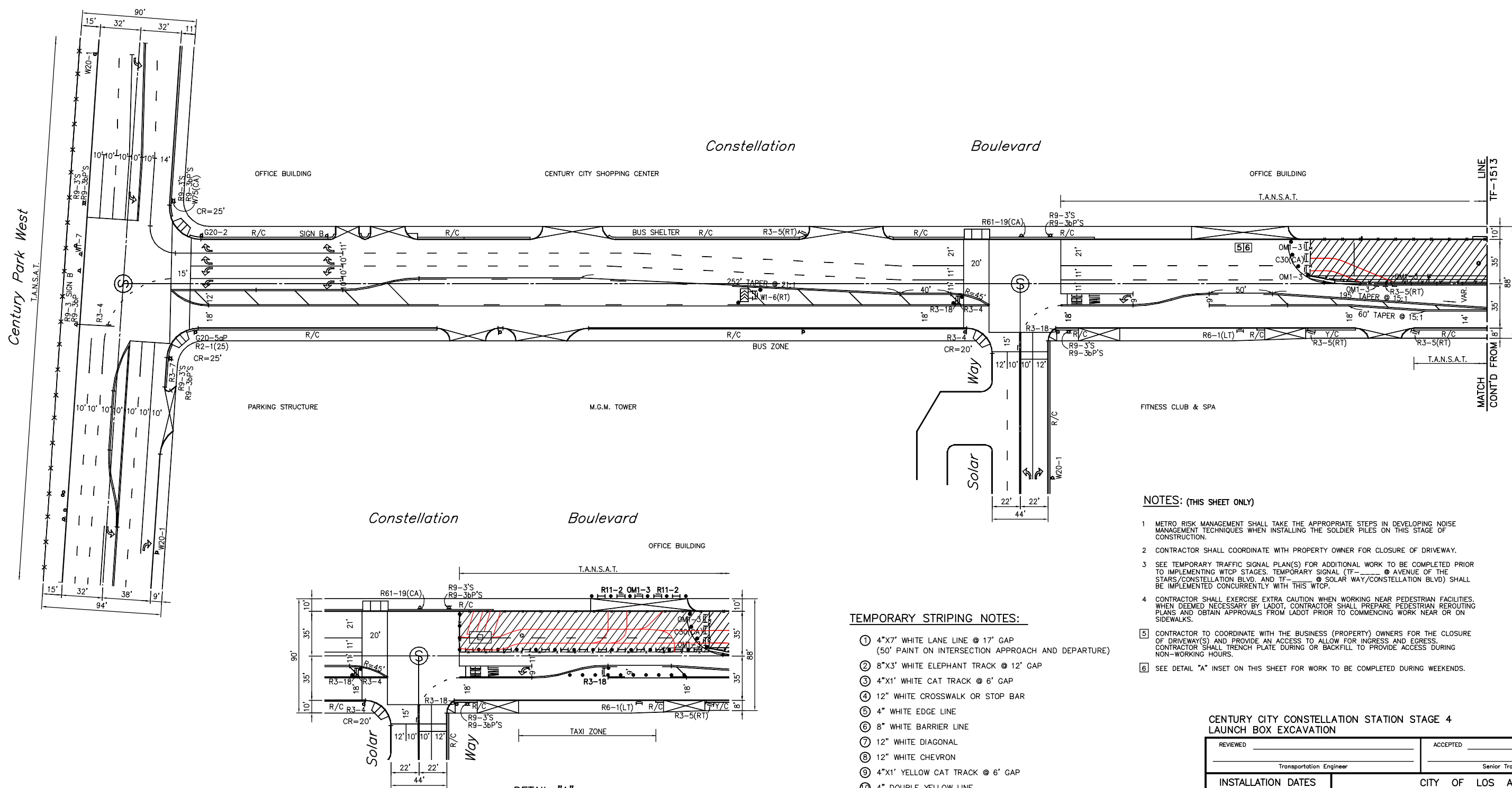
ROAD CLOSED

R11-2

OM1-3

R3-18

1"=20'
ORIGINAL MAP SCALE
1"=40'

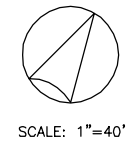


NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1514 @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1514 @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.
- CONTRACTOR TO COORDINATE WITH THE BUSINESS (PROPERTY) OWNERS FOR THE CLOSURE OF DRIVEWAY(S) AND PROVIDE AN ACCESS TO ALLOW FOR INGRESS AND EGRESS. CONTRACTOR SHALL TRENCH PLATE DURING OR BACKFILL TO PROVIDE ACCESS DURING NON-WORKING HOURS.
- SEE DETAIL "A" INSET ON THIS SHEET FOR WORK TO BE COMPLETED DURING WEEKENDS.

TEMPORARY STRIPING NOTES:

- 4"x7" WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3" WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1" WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1" YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL
- 4" YELLOW TWO-WAY LEFT TURN LANE LINE



CENTURY CITY CONSTELLATION STATION STAGE 4 LAUNCH BOX EXCAVATION

REVIEWED: _____	ACCEPTED: _____		
Transportation Engineer	Senior Transportation Engineer		
INSTALLATION DATES: _____	<p>CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER</p> <p>TRAFFIC CONTROL PLAN</p> <p>CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.</p>		
MARKOUT BEGAN: _____			
MARKOUT COMPLETED: _____			
STRIPING COMPLETED: _____			
References: A-5150 FIELD CHECK			
Thomas Guide: _____	District: _____	PROJECT NO. _____	DRAWING NO. _____
632-E3	W	PCR_____	TF-1514

REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

DESIGNED BY J. BANZON
DRAWN BY J. BANZON
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

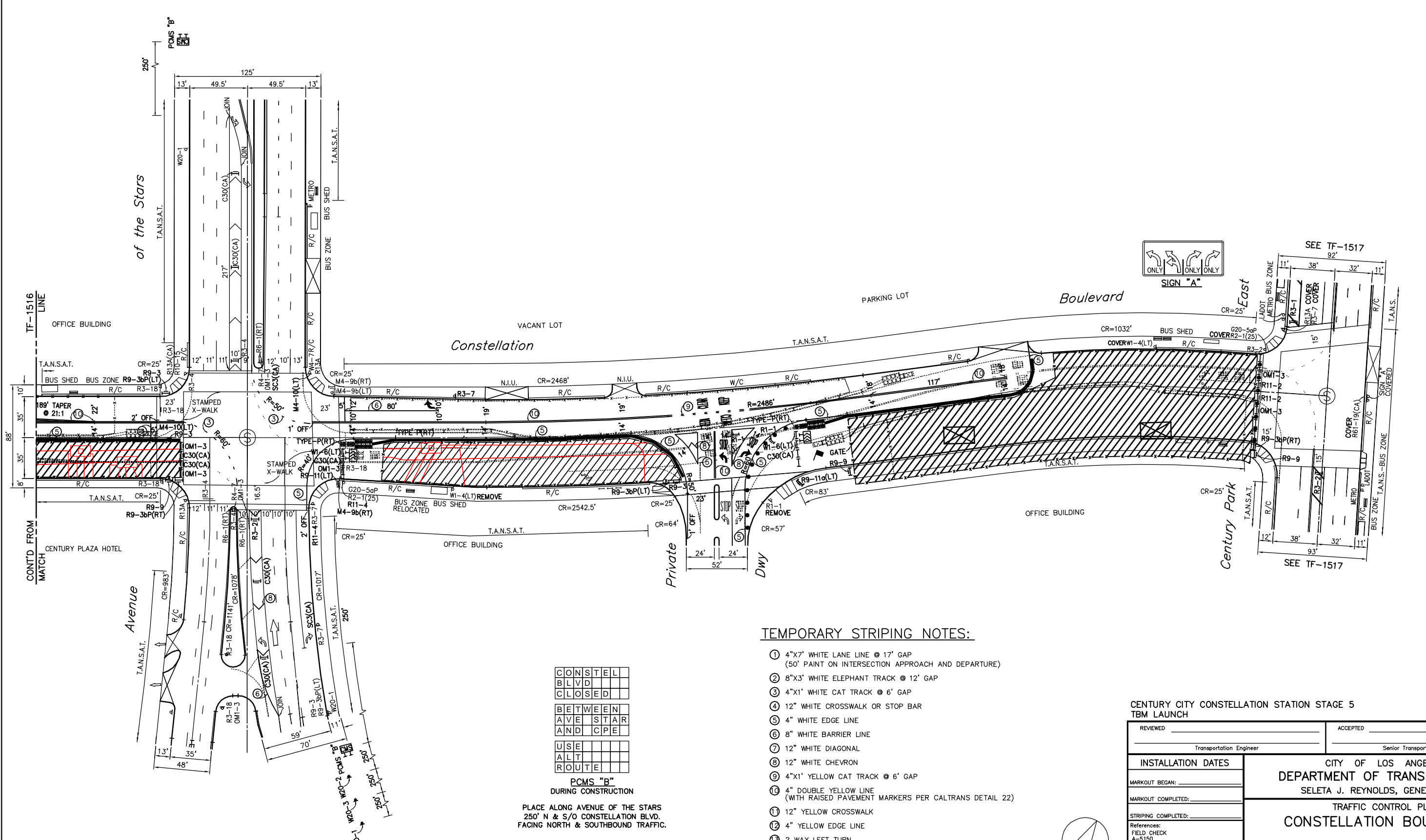
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 4 - SHEET 2

CONTRACT NO.	
DRAWING NO.	TF-1514
SCALE	1"=40'
SHEET NO.	

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\CONSTELLATION STATION - TRAFFIC CONTROL SHEETS\CDXXX1513_14.dwg Sep 30, 2015 12:13pm - SantosC

1"=20'
ORIGINAL MAP SCALE
1"=40'



R3-1	R3-2
	RIGHT LANE MUST TURN RIGHT
R3-5(LT)	R3-7(RT)
	ROAD CLOSED TO THRU TRAFFIC
R11-2	R11-4
OM1-3	C30(CA)
M4-10(LT)	M4-10(RT)
W20-1	W20-2
W20-3	SC3(CA)
R9-9	R9-3bP(RT)
R9-11a(RT)	

TEMPORARY STRIPING NOTES:

- ① 4"x7" WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- ② 8"x3" WHITE ELEPHANT TRACK @ 12' GAP
- ③ 4"x1" WHITE CAT TRACK @ 6' GAP
- ④ 12" WHITE CROSSWALK OR STOP BAR
- ⑤ 4" WHITE EDGE LINE
- ⑥ 8" WHITE BARRIER LINE
- ⑦ 12" WHITE DIAGONAL
- ⑧ 12" WHITE CHEVRON
- ⑨ 4"x1" YELLOW CAT TRACK @ 6' GAP
- ⑩ 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- ⑪ 12" YELLOW CROSSWALK
- ⑫ 4" YELLOW EDGE LINE
- ⑬ 2 WAY LEFT TURN

CONSTEL	
BLVD	
CLOSED	
BETWEEN	
AVE STAR	
AND CPE	
USE	
ALT	
ROUTE	

PCMS "B" DURING CONSTRUCTION
PLACE ALONG AVENUE OF THE STARS 250' N & S/O CONSTELLATION BLVD. FACING NORTH & SOUTHBOUND TRAFFIC.

CENTURY CITY CONSTELLATION STATION STAGE 5 TBM LAUNCH

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide: 632-E3	District: W
PROJECT NO. PCR_____	DRAWING NO. TF-1515 13

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY C. SANTOS
DRAWN BY C. SANTOS
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015



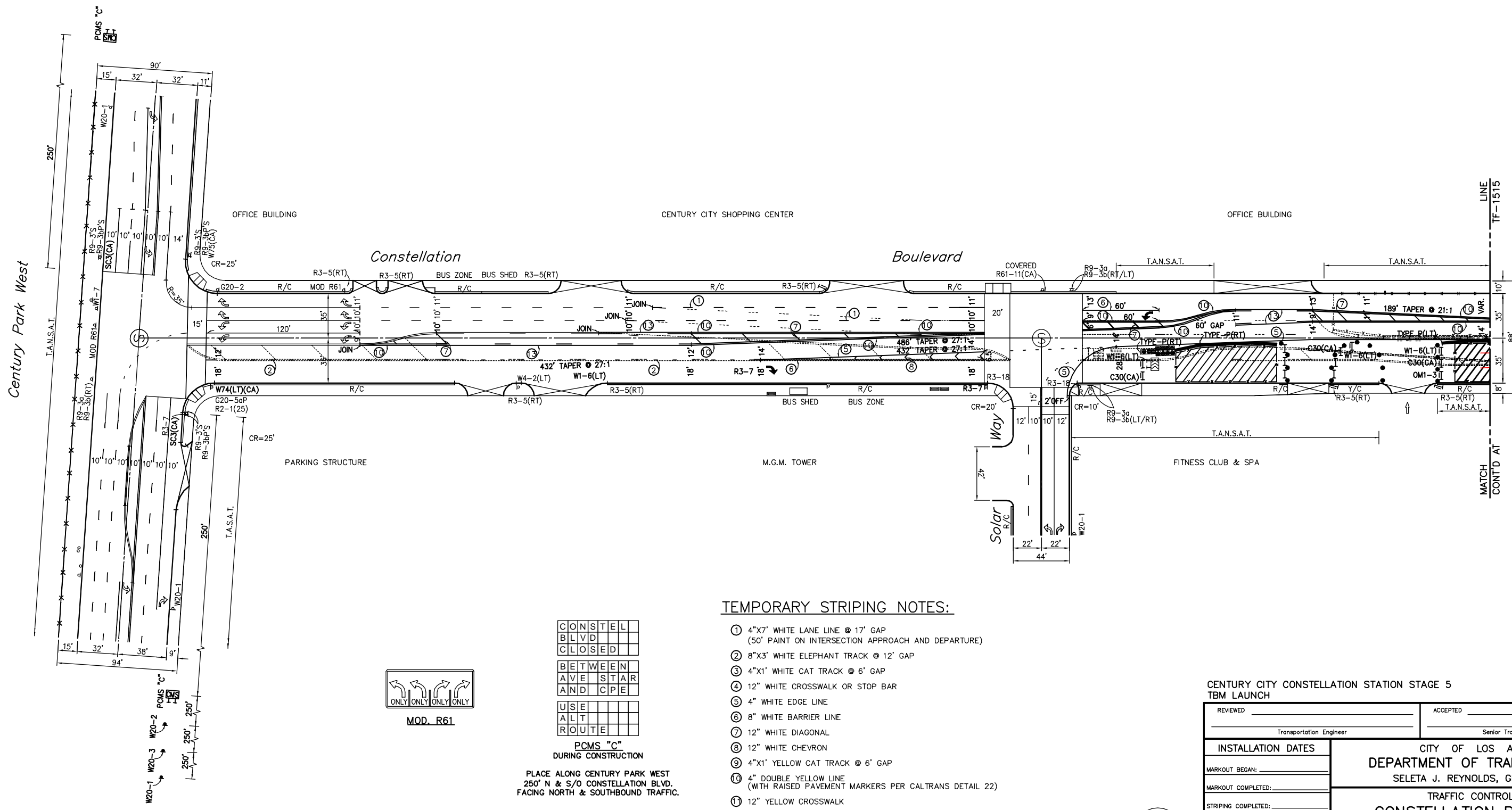
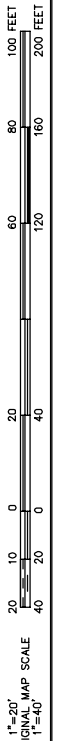
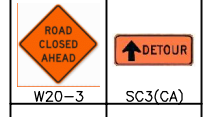
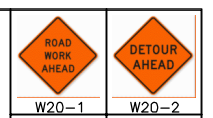
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY



WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 5 - SHEET 1

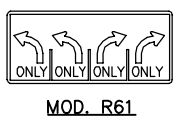
CONTRACT NO	
DRAWING NO	TF-1515
SCALE	1"=40'
SHEET NO	

CADD PROJECT FILE NAME: I:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - Traffic Control Sheets\COXX11515.dwg Sep 30, 2015 11:44am_Santosa



- TEMPORARY STRIPING NOTES:**
- ① 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
 - ② 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
 - ③ 4"x1' WHITE CAT TRACK @ 6' GAP
 - ④ 12" WHITE CROSSWALK OR STOP BAR
 - ⑤ 4" WHITE EDGE LINE
 - ⑥ 8" WHITE BARRIER LINE
 - ⑦ 12" WHITE DIAGONAL
 - ⑧ 12" WHITE CHEVRON
 - ⑨ 4"x1' YELLOW CAT TRACK @ 6' GAP
 - ⑩ 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
 - ⑪ 12" YELLOW CROSSWALK
 - ⑫ 4" YELLOW EDGE LINE
 - ⑬ 2 WAY LEFT TURN

CON	STEL
BLVD	
CLOSED	
BETWEEN	
AVE STAR	
AND CPE	
USE	
ALT	
ROUTE	



PCMS "C" DURING CONSTRUCTION
 PLACE ALONG CENTURY PARK WEST
 250' N & S/O CONSTELLATION BLVD.
 FACING NORTH & SOUTHBOUND TRAFFIC.

CENTURY CITY CONSTELLATION STATION STAGE 5 TBM LAUNCH

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER	
TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.	
INSTALLATION DATES: _____ MARKOUT BEGAN: _____ MARKOUT COMPLETED: _____ STRIPING COMPLETED: _____ References: FIELD CHECK A-5150 A-2839 A-6173	PROJECT NO. PCR _____ DISTRICT W DRAWING NO. TF-1516 SHEET NO. 14 OF 39

REVIEWED: _____ 20 _____
 BSS Investigation and Enforcement
 IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
C. SANTOS
 DRAWN BY
C. SANTOS
 CHECKED BY
K. DERDERIAN
 IN CHARGE
K. DERDERIAN
 DATE
10/02/2015

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

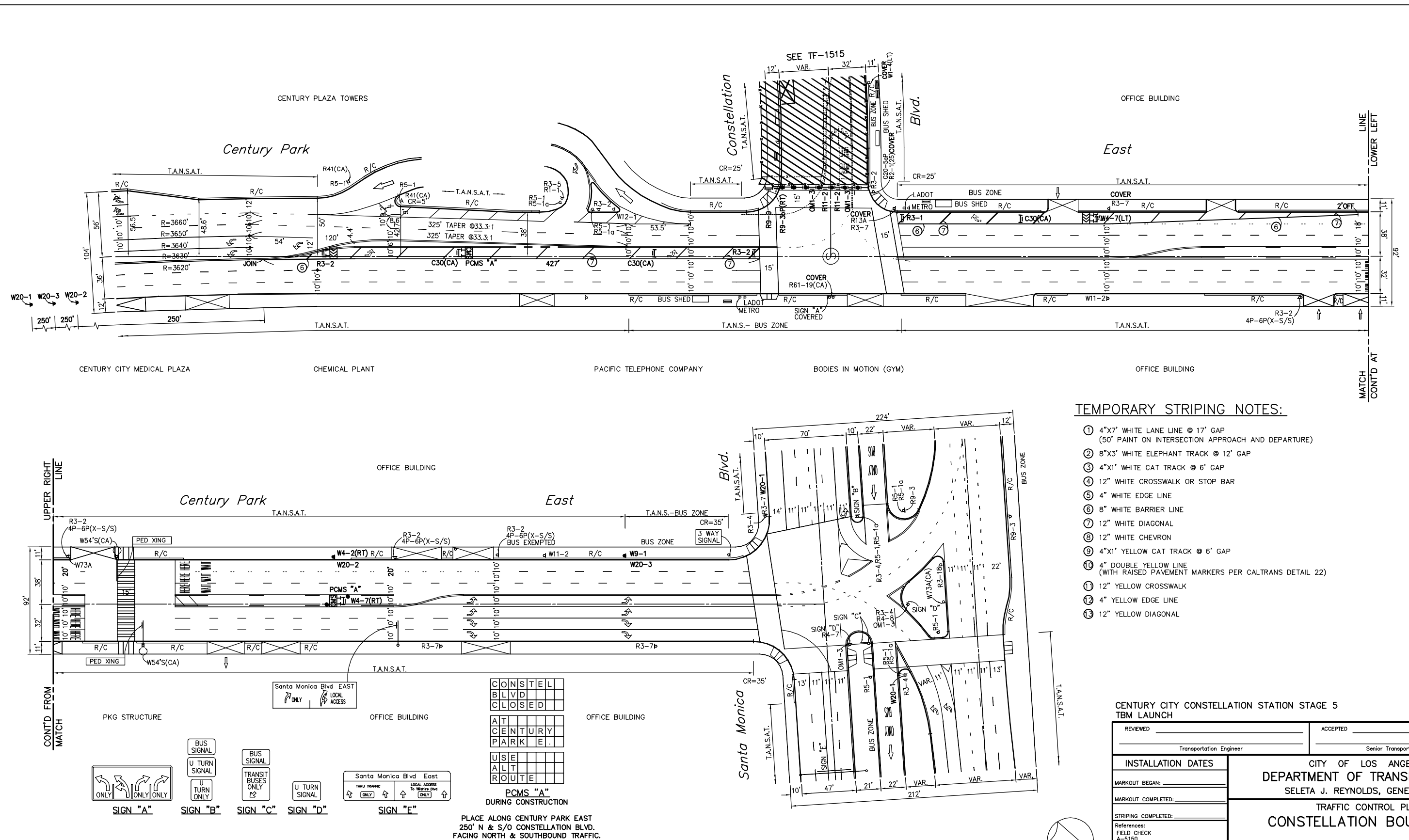
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 5 - SHEET 2

CONTRACT NO _____
 DRAWING NO TF-1516
 SCALE 1"=40'
 SHEET NO _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control Sheets\COXXX11516.dwg Sep 30, 2015 11:46am_SantosoC

1"=20'
ORIGINAL MAP SCALE
1"=40'



TEMPORARY STRIPING NOTES:

- ① 4"x7" WHITE LANE LINE @ 17' GAP
(50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- ② 8"x3" WHITE ELEPHANT TRACK @ 12' GAP
- ③ 4"x1" WHITE CAT TRACK @ 6' GAP
- ④ 12" WHITE CROSSWALK OR STOP BAR
- ⑤ 4" WHITE EDGE LINE
- ⑥ 8" WHITE BARRIER LINE
- ⑦ 12" WHITE DIAGONAL
- ⑧ 12" WHITE CHEVRON
- ⑨ 4"x1" YELLOW CAT TRACK @ 6' GAP
- ⑩ 4" DOUBLE YELLOW LINE
(WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- ⑪ 12" YELLOW CROSSWALK
- ⑫ 4" YELLOW EDGE LINE
- ⑬ 12" YELLOW DIAGONAL

**CENTURY CITY CONSTELLATION STATION STAGE 5
TBM LAUNCH**

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER	
TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.	
INSTALLATION DATES: _____	PROJECT NO. PCR _____
MARKOUT BEGAN: _____	DRAWING NO. TF-1517
MARKOUT COMPLETED: _____	15
STRIPING COMPLETED: _____	39
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide District PROJECT NO. DRAWING NO.	
632-E3 W	

REVIEWED: _____ 20
 BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

CONTEL
BLVD
CLOSED

AT
CENTURY
PARK E.

USE
ALT
ROUTE

PCMS "A"
DURING CONSTRUCTION

PLACE ALONG CENTURY PARK EAST
250' N & S/O CONSTELLATION BLVD.
FACING NORTH & SOUTHBOUND TRAFFIC.

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
C. SANTOS

DRAWN BY
C. SANTOS

CHECKED BY
K. DERDERIAN

IN CHARGE
K. DERDERIAN

DATE
10/02/2015

Metro

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2

STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 5 - SHEET 3

CONTRACT NO

DRAWING NO
TF-1517

SCALE
1"=40'

SHEET NO

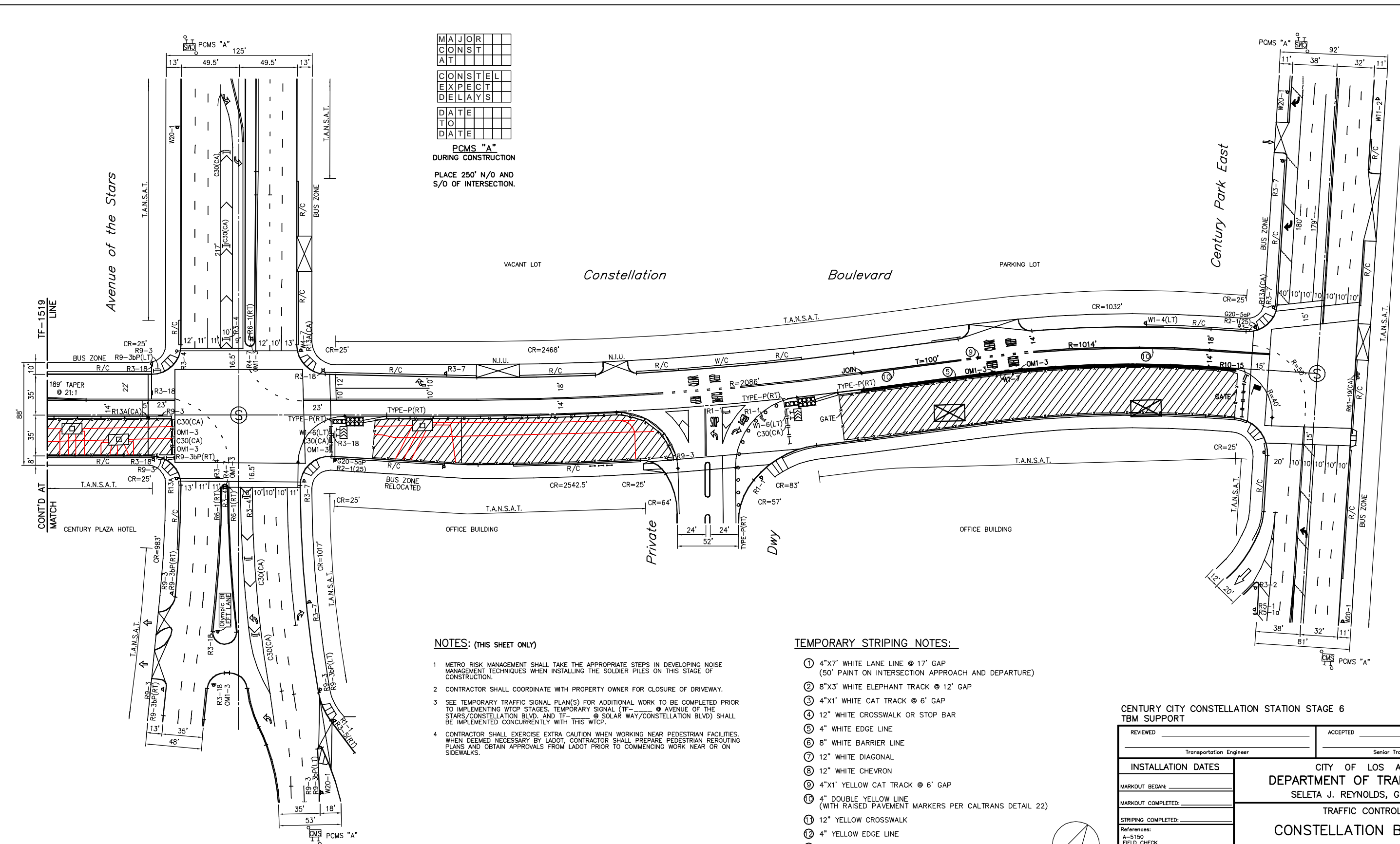
	R3-1		R3-2
	R11-2		C30(CA)
	OM1-3		W4-2(RT)
	W4-7(RT)		W4-7(LT)
	W9-1(RT)		W20-1
	W20-2		W20-3
	R9-9		R9-3bP(RT)

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control Sheets\COXX11517.dwg Sep 30, 2015 11:47am - Santos

1"=20'
ORIGINAL MAP SCALE
1"=40'

MAJOR	
CONST	
AT	
CONSTEL	
EXPECT	
DELAYS	
DATE	
TO	
DATE	

PCMS "A"
DURING CONSTRUCTION
PLACE 250' N/O AND
S/O OF INTERSECTION.

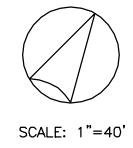


NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1518) @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1519 @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL



SCALE: 1"=40'

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

DESIGNED BY	J. BANZON
DRAWN BY	J. BANZON
CHECKED BY	K. DERDERIAN
IN CHARGE	K. DERDERIAN
DATE	10/02/2015



LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

**CENTURY CITY CONSTELLATION STATION STAGE 6
TBM SUPPORT**

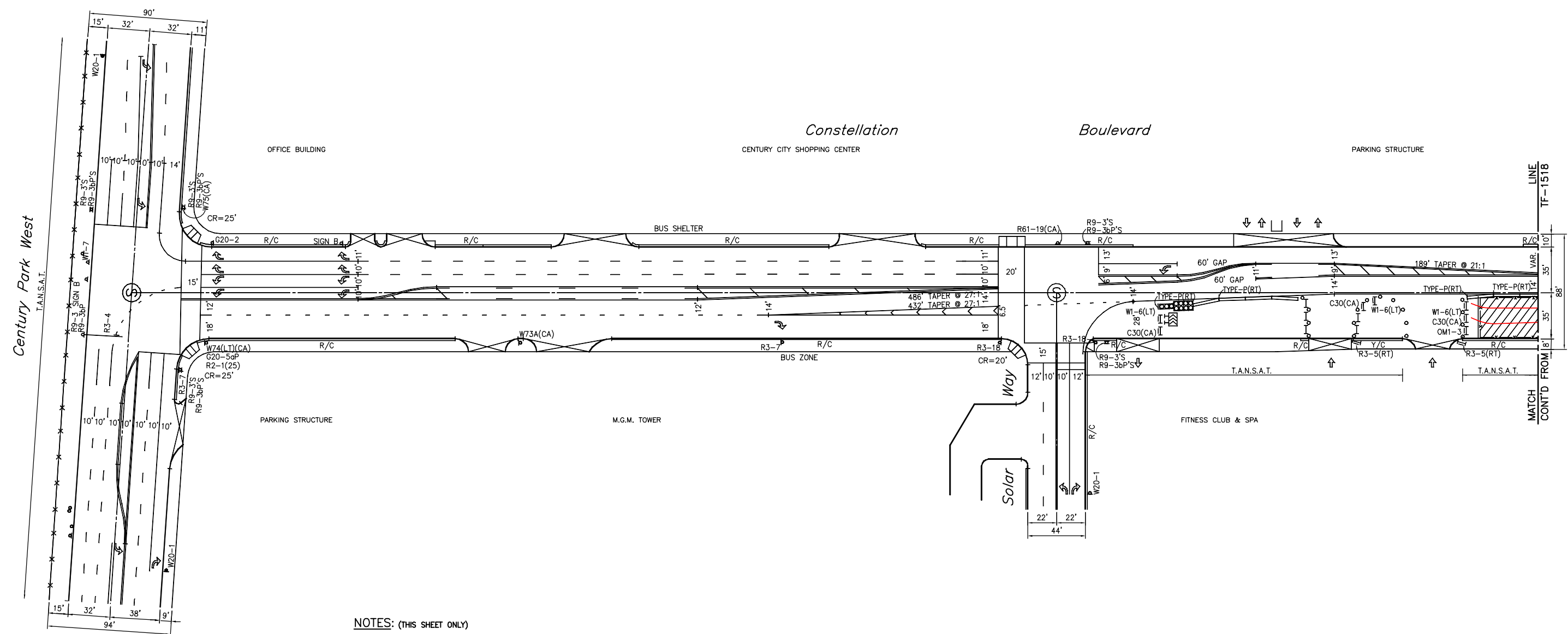
REVIEWED	ACCEPTED		
Transportation Engineer	Senior Transportation Engineer		
INSTALLATION DATES	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.		
MARKOUT BEGAN:			
MARKOUT COMPLETED:			
STRIPING COMPLETED:			
References: A-5150 FIELD CHECK			
Thomas Guide	District	PROJECT NO.	DRAWING NO.
632-E3	W	PCR	TF-1518

**WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 6 - SHEET 1**

TURNING VEHICLES	W1-7
R10-15	
OM1-3	

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control Sheets\COXX11518_19.dwg Sep 30, 2015 1:04pm Santosca

1"=20'
ORIGINAL MAP SCALE
1"=40'



- NOTES: (THIS SHEET ONLY)**
- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
 - CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
 - SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1518) AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1518 SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
 - CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.

REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

DESIGNED BY
J. BANZON
DRAWN BY
J. BANZON
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015



LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

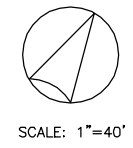
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 6 - SHEET 2

CONTRACT NO	
DRAWING NO	REV
TF-1519	
SCALE	
1"=40'	
SHEET NO	

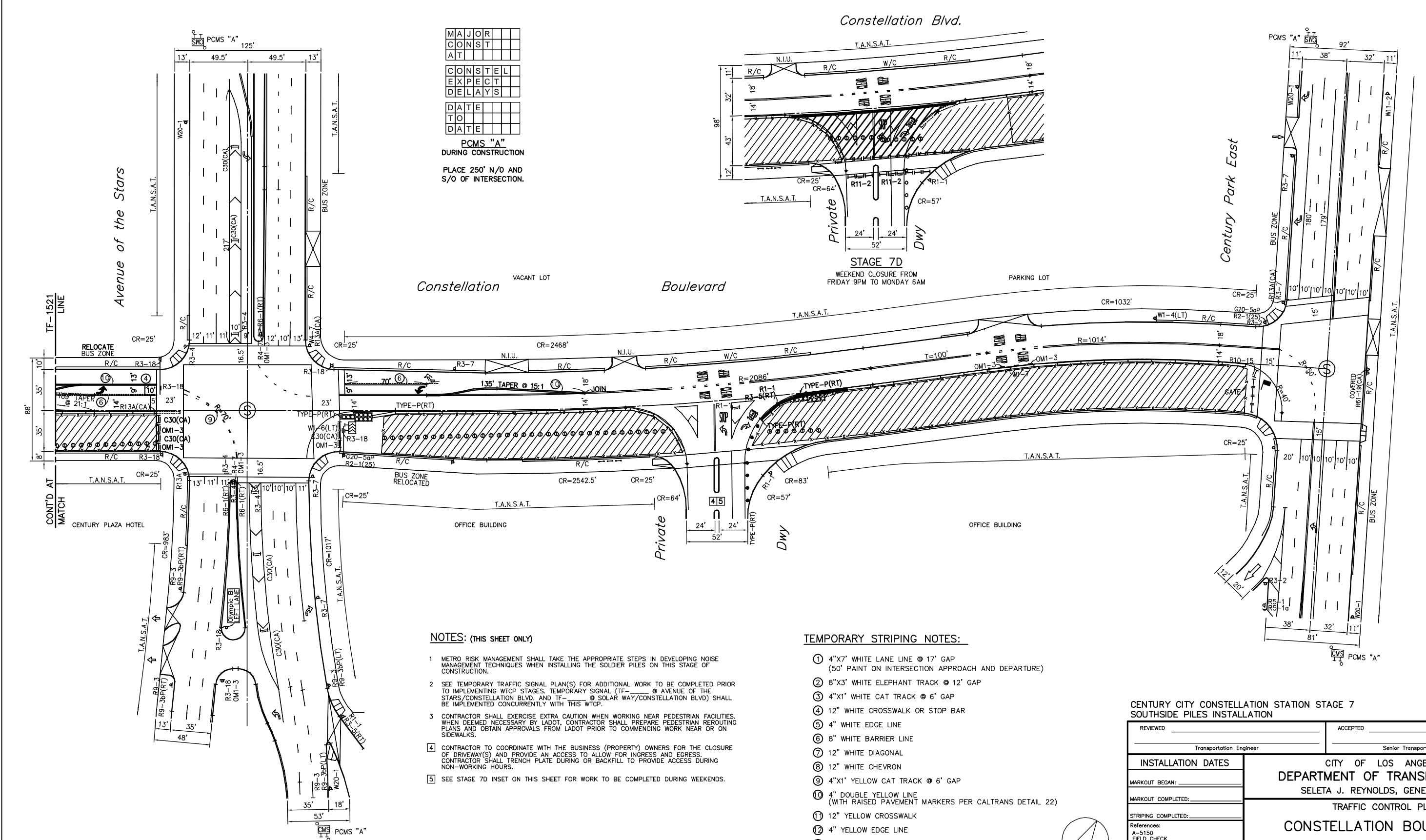
**CENTURY CITY CONSTELLATION STATION STAGE 6
TBM SUPPORT**

REVIEWED _____ Transportation Engineer	ACCEPTED _____ Senior Transportation Engineer
INSTALLATION DATES MARKOUT BEGAN: _____ MARKOUT COMPLETED: _____ STRIPING COMPLETED: _____	<p>CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER</p> <p>TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.</p>
References: A-5150 FIELD CHECK	
Thomas Guide District PROJECT NO. DRAWING NO.	
632-E3 W PCR_____ TF-1519	17/39



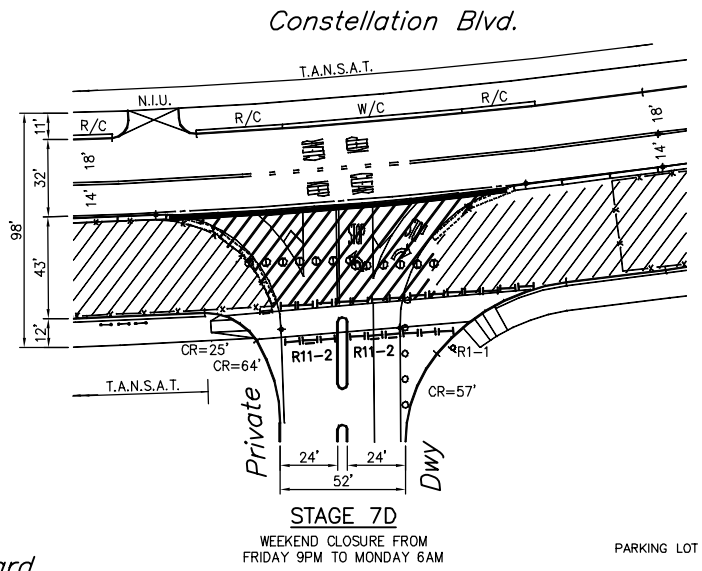
CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control Sheets\COXX11518_19.dwg Sep 30, 2015 1:06pm SantosC

1"=20'
ORIGINAL MAP SCALE
1"=40'



MAJOR	
CONST	
AT	
CONSTEL	
EXPECT	
DELAYS	
DATE	
TO	
DATE	

PCMS "A"
DURING CONSTRUCTION
PLACE 250' N/O AND
S/O OF INTERSECTION.

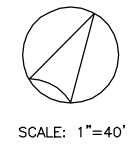


NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-____) @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-____ @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.
- CONTRACTOR TO COORDINATE WITH THE BUSINESS (PROPERTY) OWNERS FOR THE CLOSURE OF DRIVEWAY(S) AND PROVIDE AN ACCESS TO ALLOW FOR INGRESS AND EGRESS. CONTRACTOR SHALL TRENCH PLATE DURING OR BACKFILL TO PROVIDE ACCESS DURING NON-WORKING HOURS.
- SEE STAGE 7D INSET ON THIS SHEET FOR WORK TO BE COMPLETED DURING WEEKENDS.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL



SCALE: 1"=40'

	R1-1		R3-5(RT)
	TYPE P(RT)		R11-2
	C30(CA)		OM1-3
	R11-2		

CENTURY CITY CONSTELLATION STATION STAGE 7
SOUTHSIDE PILES INSTALLATION

REVIEWED: _____	ACCEPTED: _____
_____ Transportation Engineer	_____ Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: A-5150 FIELD CHECK	
Thomas Guide: _____ District: _____	PROJECT NO. _____ DRAWING NO. _____
632-E3 W	PCR _____ TF-1520 18 39

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

DESIGNED BY L. GASTON							
DRAWN BY L. GASTON							
CHECKED BY K. DERDERIAN							
IN CHARGE K. DERDERIAN							
DATE 10/02/2015							
REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 7 - SHEET 1

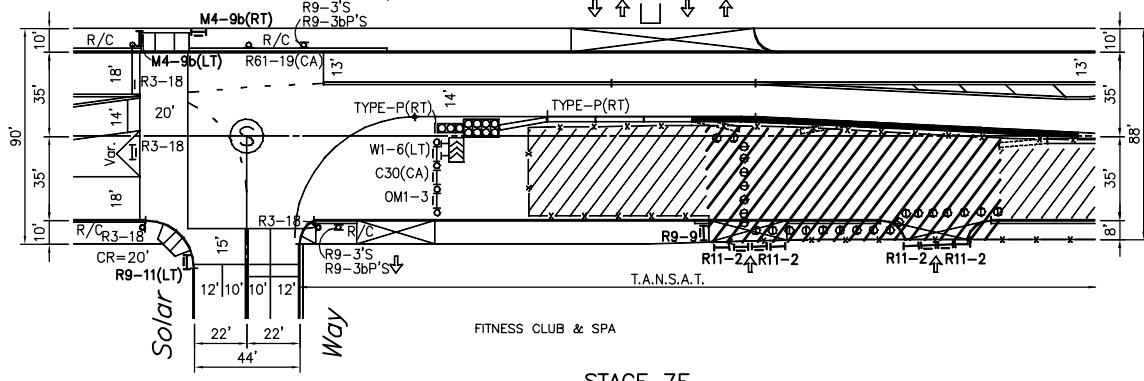
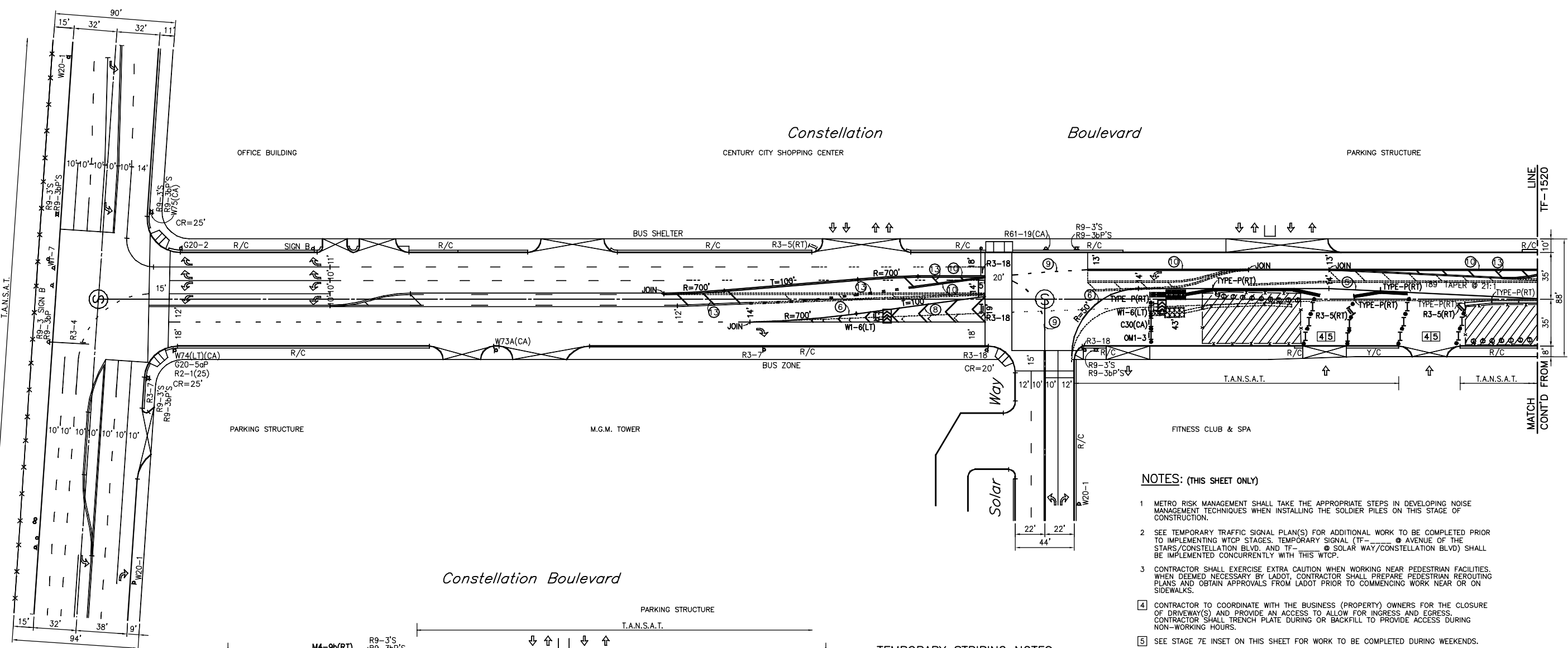
CONTRACT NO _____
DRAWING NO TF-1520
SCALE 1"=40'
SHEET NO _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WAGBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\CONSTELLATION STATION - TRAFFIC CONTROL SHEETS\COXXX11520_21a.dwg Oct 01, 2015 12:51pm - Santoc

1"=20'
ORIGINAL MAP SCALE
1"=40'

Century Park West
T.A.N.S.A.T.

Constellation Boulevard



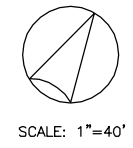
STAGE 7E
WORK DURING WEEKEND HOURS
FRIDAY 9PM TO MONDAY 6AM

NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTOP STAGES. TEMPORARY SIGNAL (TF-1520 @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1520 @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTOP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN ROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.
- CONTRACTOR TO COORDINATE WITH THE BUSINESS (PROPERTY) OWNERS FOR THE CLOSURE OF DRIVEWAY(S) AND PROVIDE AN ACCESS TO ALLOW FOR INGRESS AND EGRESS. CONTRACTOR SHALL TRENCH PLATE DURING OR BACKFILL TO PROVIDE ACCESS DURING NON-WORKING HOURS.
- SEE STAGE 7E INSET ON THIS SHEET FOR WORK TO BE COMPLETED DURING WEEKENDS.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP
(50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE
(WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL



SCALE: 1"=40'

**CENTURY CITY CONSTELLATION STATION STAGE 7
SOUTH SIDE PILES INSTALLATION**

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER	
TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.	
INSTALLATION DATES: _____	PROJECT NO. PCR_____
MARKOUT BEGAN: _____	DISTRICT W
MARKOUT COMPLETED: _____	DRAWING NO. TF-1521
STRIPING COMPLETED: _____	19
References: A-5150 FIELD CHECK	CONTRACT NO. _____
Thomas Guide 632-E3	DRAWING NO. TF-1521

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
J. BANZON
DRAWN BY
J. BANZON
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

INTUEOR
MAXIMIZING VALUE
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

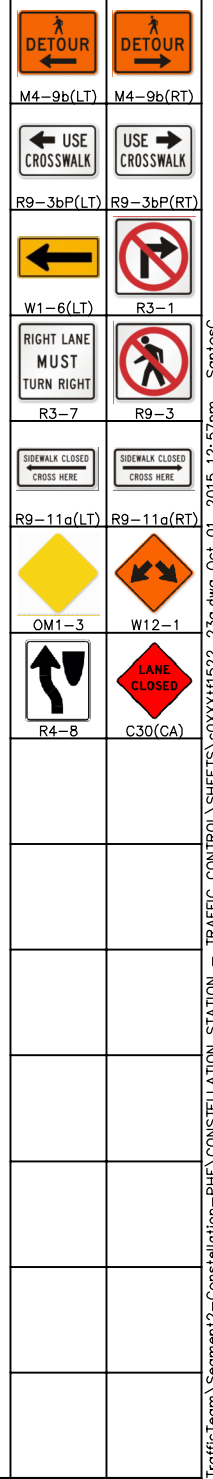
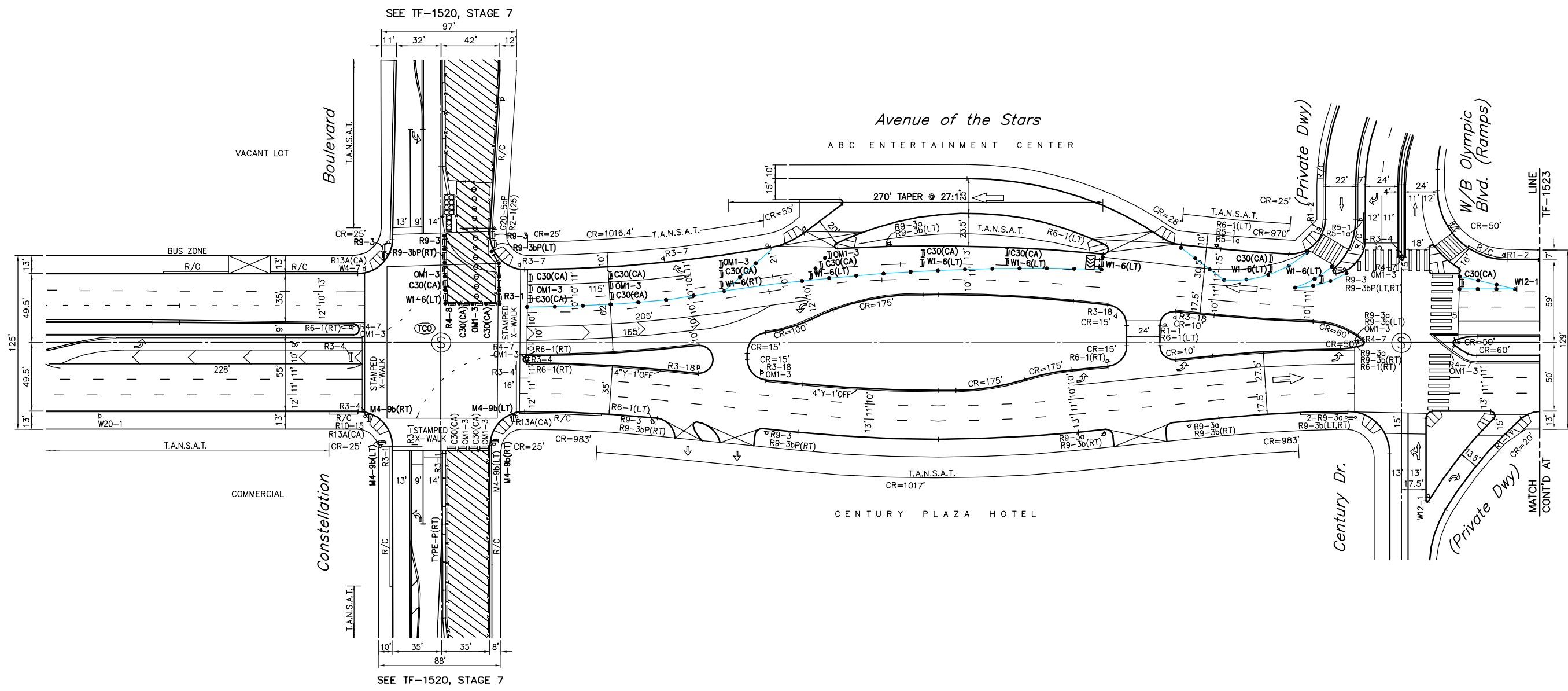
WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 7 - SHEET 2

CONTRACT NO.	
DRAWING NO.	TF-1521
SCALE	1"=40'
SHEET NO.	

ONLY	ROAD CLOSED
LANE CLOSED	W1-6(LT)
OM1-3	TYPE P(RT)
SIDEWALK CLOSED	SIDEWALK CLOSED AHEAD
ROAD CLOSED	NO U-TURN
DETOUR	DETOUR

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-Constellation-PHE\Constellation Station - Traffic Control Sheets\COXX11520_21a.dwg Oct 01, 2015 12:52pm - Santos

1"=20'
ORIGINAL MAP SCALE
1"=40'



CENTURY CITY CONSTELLATION STATION STAGE 7A
SOUTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide: _____ District: _____	PROJECT NO. _____ DRAWING NO. _____
632-E3 W	PCR _____ TF-1522 20/39

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

DESIGNED BY	L. GASTON
DRAWN BY	L. GASTON
CHECKED BY	K. DERDERIAN
IN CHARGE	K. DERDERIAN
DATE	10/02/2015



LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY



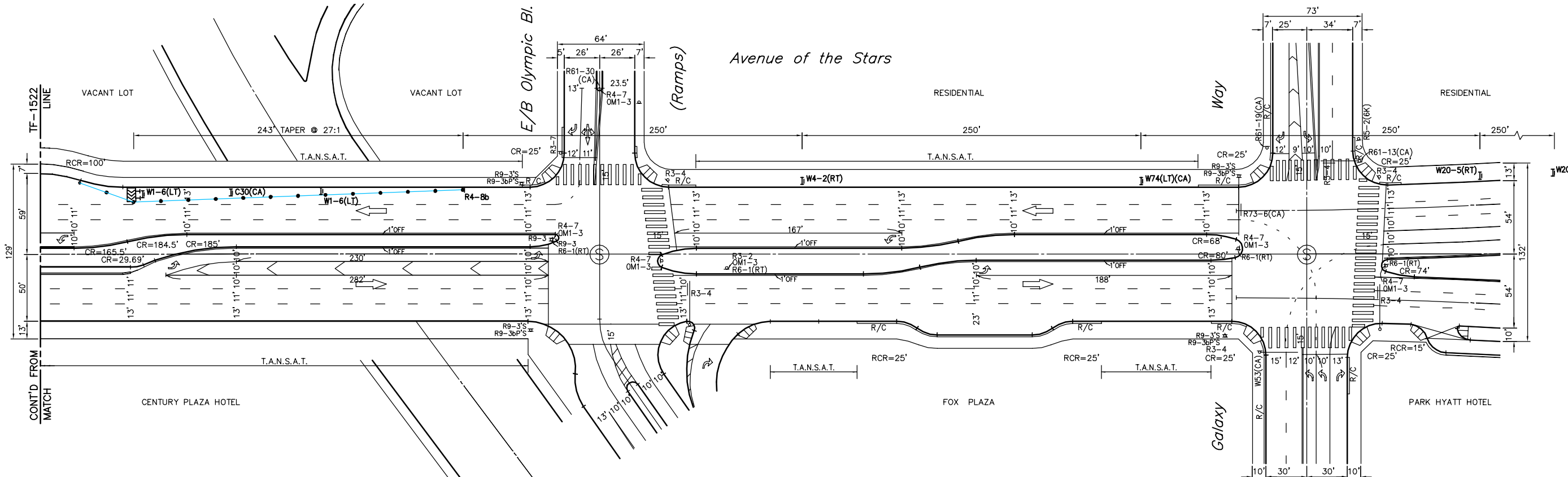
WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 7A - SHEET 1

CONTRACT NO	
DRAWING NO	TF-1522
SCALE	1"=40'
SHEET NO	

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - Traffic Control Sheets\COXX11522_23a.dwg Oct 01, 2015 12:57pm_Santoso

1"=20'
ORIGINAL MAP SCALE
1"=40'



W20-5(RT)	W74(LT)(CA)

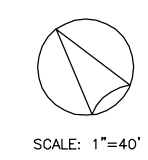
REVIEWED: _____ 20____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

CENTURY CITY CONSTELLATION STATION STAGE 7A
SOUTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____ Transportation Engineer	ACCEPTED: _____ Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide: _____ District: _____	PROJECT NO. _____ DRAWING NO. _____
632-E3 W	PCR_____ TF-1523 21/39



REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
L. GASTON
DRAWN BY
L. GASTON
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

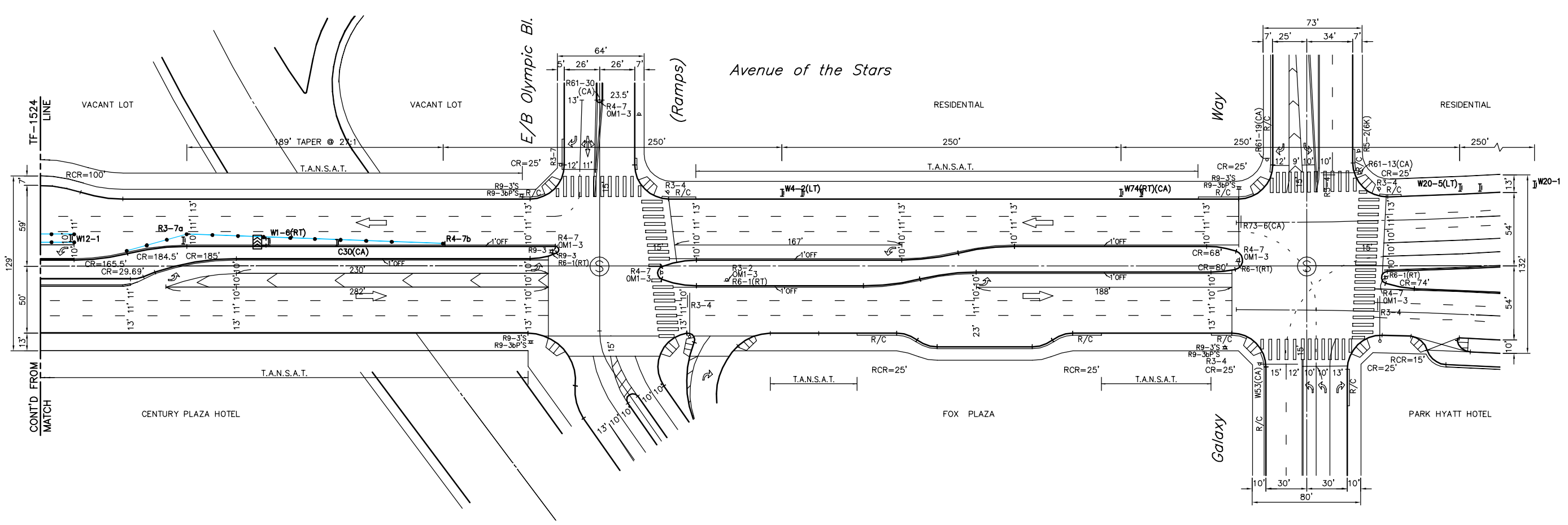
INTUEOR
MAXIMIZING VALUE
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 7A - SHEET 2

CONTRACT NO _____
DRAWING NO TF-1523
SCALE 1"=40'
SHEET NO _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - Traffic Control\Sheets\COXXX11522_23a.dwg Oct 01, 2015 12:57pm_SantosC

1"=20'
ORIGINAL MAP SCALE
1"=40'



M4-9b(LT)	M4-9b(RT)
R9-3bP(LT)	R9-3bP(RT)
R3-7a	R9-3
R9-11a(LT)	R9-11a(RT)
R4-7b	W74(RT)(CA)
W20-5(LT)	

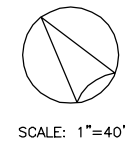
CENTURY CITY CONSTELLATION STATION STAGE 7B
SOUTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPIING COMPLETED: _____	TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide District PROJECT NO. DRAWING NO.	
632-E3 W PCR_____ TF-1525	23

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL



REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY L. GASTON
DRAWN BY L. GASTON
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

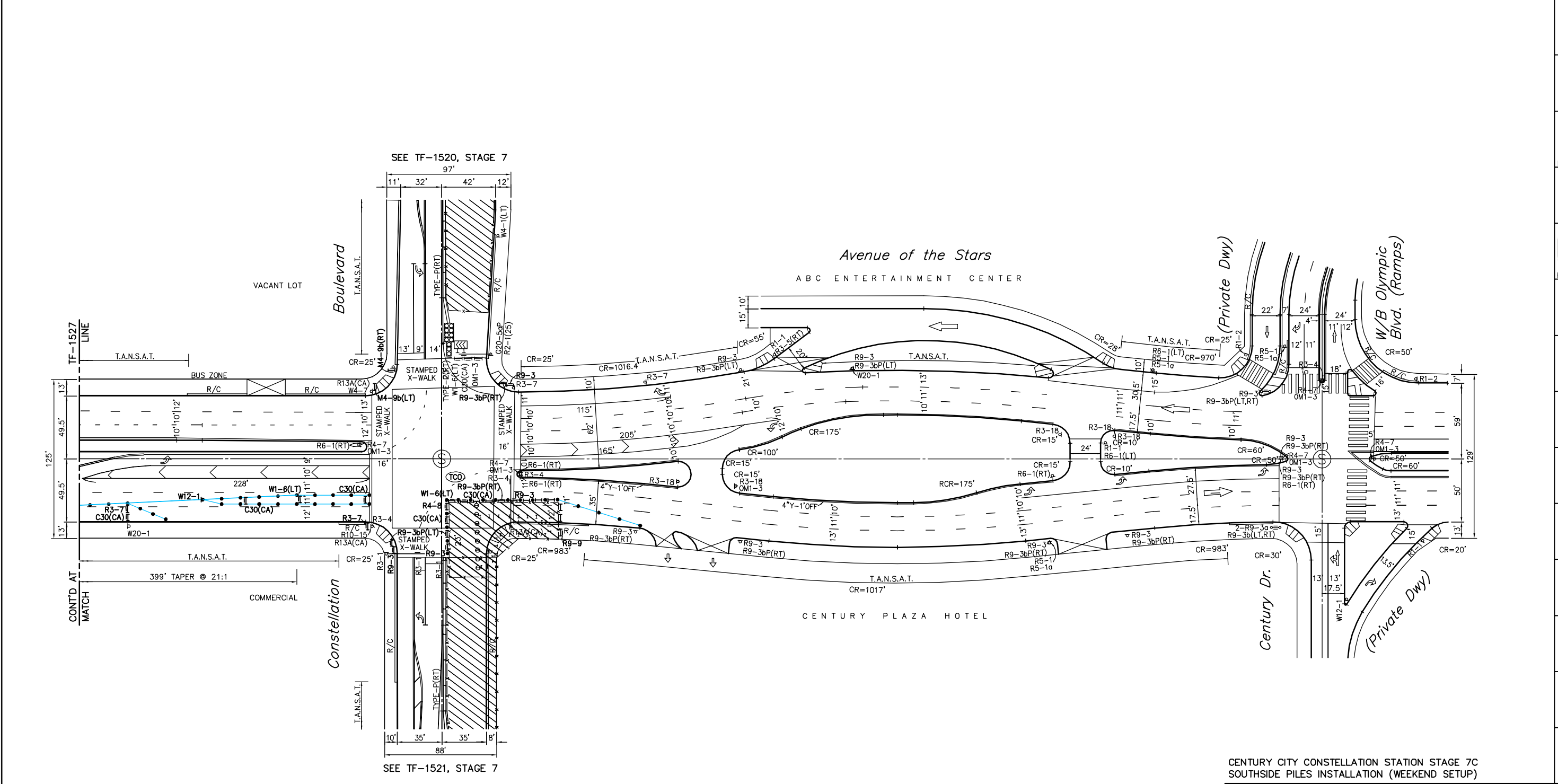
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 7B - SHEET 2

CONTRACT NO. _____
DRAWING NO. TF-1525
SCALE 1"=40'
SHEET NO. _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - Traffic Control Sheets\COXXX11524_25a.dwg Oct 01, 2015 12:59pm_SantosC

1"=20'
ORIGINAL MAP SCALE
1"=40'



M4-9b(LT)	M4-9b(RT)
R3-1	R4-8
R9-3bP(LT)	R9-3bP(RT)
R9-3	R9-9
R9-11a(LT)	R9-11a(RT)
OM1-3	C30(CA)
W1-6(LT)	W12-1
R3-7	

CENTURY CITY CONSTELLATION STATION STAGE 7C
SOUTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide: _____ District: _____	PROJECT NO. _____ DRAWING NO. _____
632-E3 W	PCR _____ TF-1526 24/39

REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
L. GASTON
DRAWN BY
L. GASTON
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

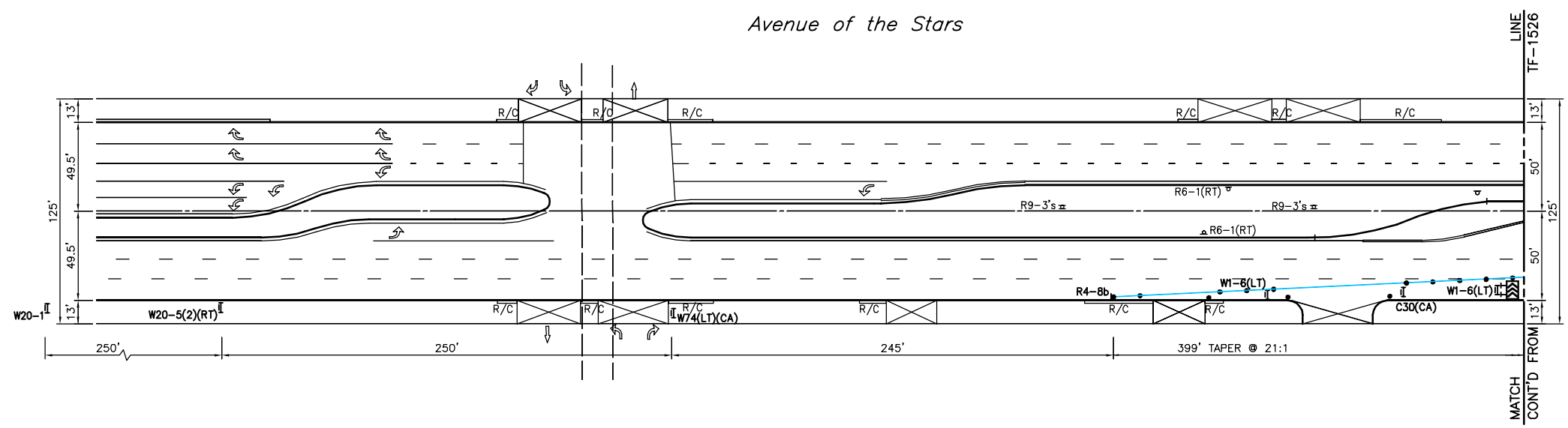
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 7C - SHEET 1

CONTRACT NO _____
DRAWING NO TF-1526
SCALE 1"=40'
SHEET NO _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - Traffic Control Sheets\COXX11526_27a.dwg Oct 01, 2015 2:13pm Santos

1"=20'
ORIGINAL MAP SCALE
1"=40'



R4-8b	W1-6(LT)
W4-2(RT)	W20-1
W20-5(RT)	W74(LT)(CA)
C30(CA)	

Avenue of the Stars

LINE TF-1526
MATCH CONT'D FROM

CENTURY CITY CONSTELLATION STATION STAGE 7C
SOUTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide District	PROJECT NO. DRAWING NO.
632-E3 W	PCR_____ TF-1527 25/39

REVIEWED: _____ 20 _____

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

BSS Investigation and Enforcement

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
L. GASTON
DRAWN BY
L. GASTON
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 7C - SHEET 2

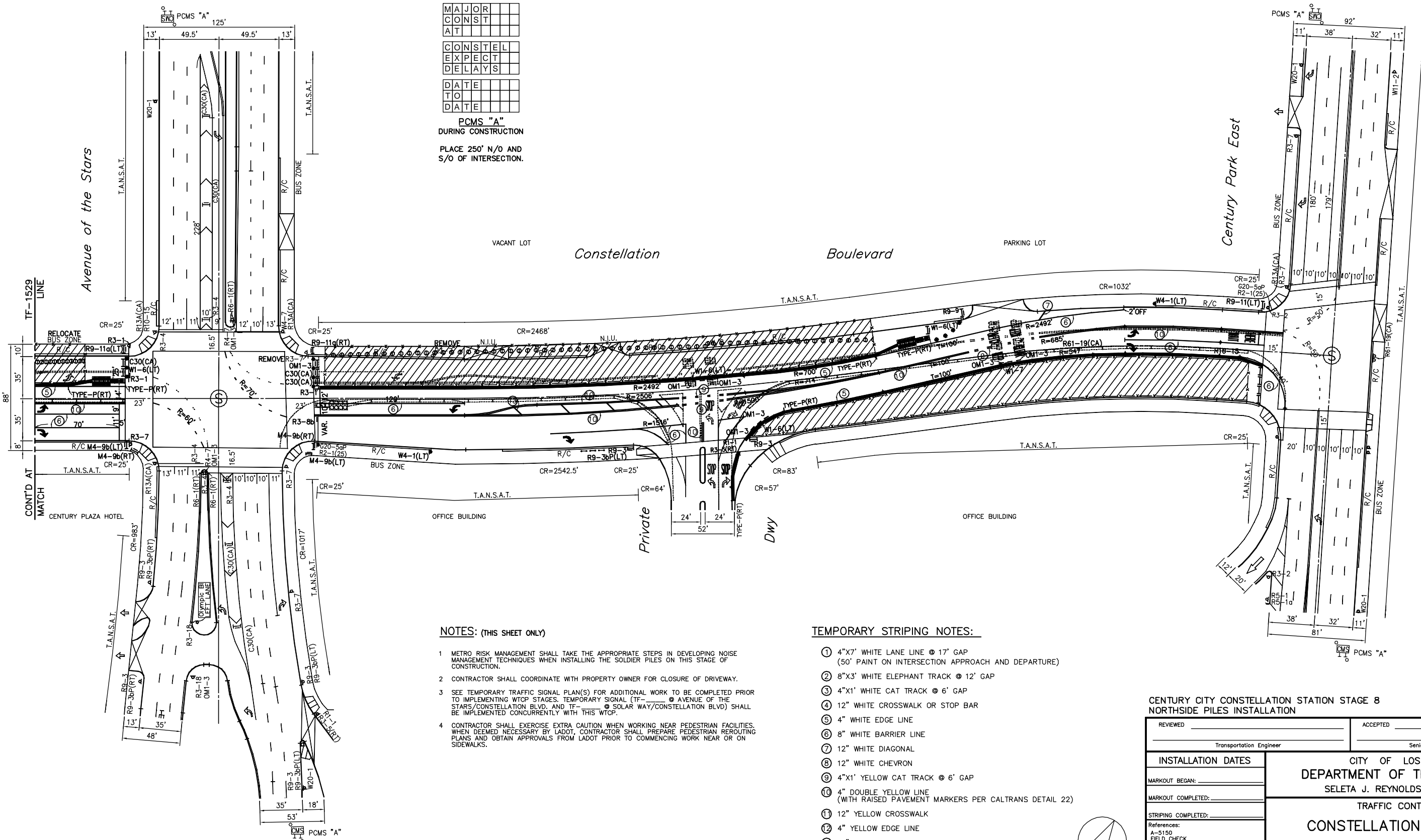
CONTRACT NO	REV
DRAWING NO TF-1527	
SCALE 1"=40'	
SHEET NO	

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - Traffic Control Sheets\c0xxx11526_27a.dwg Oct 01, 2015 2:13pm SantosC

1"=20'
ORIGINAL MAP SCALE
T=40'

MAJOR	
CONST	
AT	
EXPECT	
DELAYS	
DATE	
TO	
DATE	

PCMS "A"
DURING CONSTRUCTION
PLACE 250' N/O AND
S/O OF INTERSECTION.

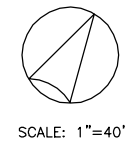


NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTOP STAGES. TEMPORARY SIGNAL (TF-) @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-) @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTOP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN ROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.

TEMPORARY STRIPING NOTES:

- 4"x7" WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3" WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1" WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1" YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL



SCALE: 1"=40'

R1-1	R3-5(RT)
R3-2	R3-4
R3-7	R3-18
R9-3	R9-3bP(LT)
R10-15	R9-11(LT)
R9-11a(LT)	R9-11a(RT)
R13a(CA)	OM1-3
M4-9b(LT)	M4-9b(RT)
W1-4(LT)	W1-4(RT)
C30(CA)	TYPE-P(LT)
W1-7	W20-1
R3-1	R3-8b

**CENTURY CITY CONSTELLATION STATION STAGE 8
NORTHSIDE PILES INSTALLATION**

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER	
TRAFFIC CONTROL PLAN	
CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.	
INSTALLATION DATES: _____	
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: A-5150 FIELD CHECK	
Thomas Guide: 632-E3	District: W
PROJECT NO.: PCR_____	DRAWING NO.: TF-1528
	26

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY J. BANZON
DRAWN BY J. BANZON
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

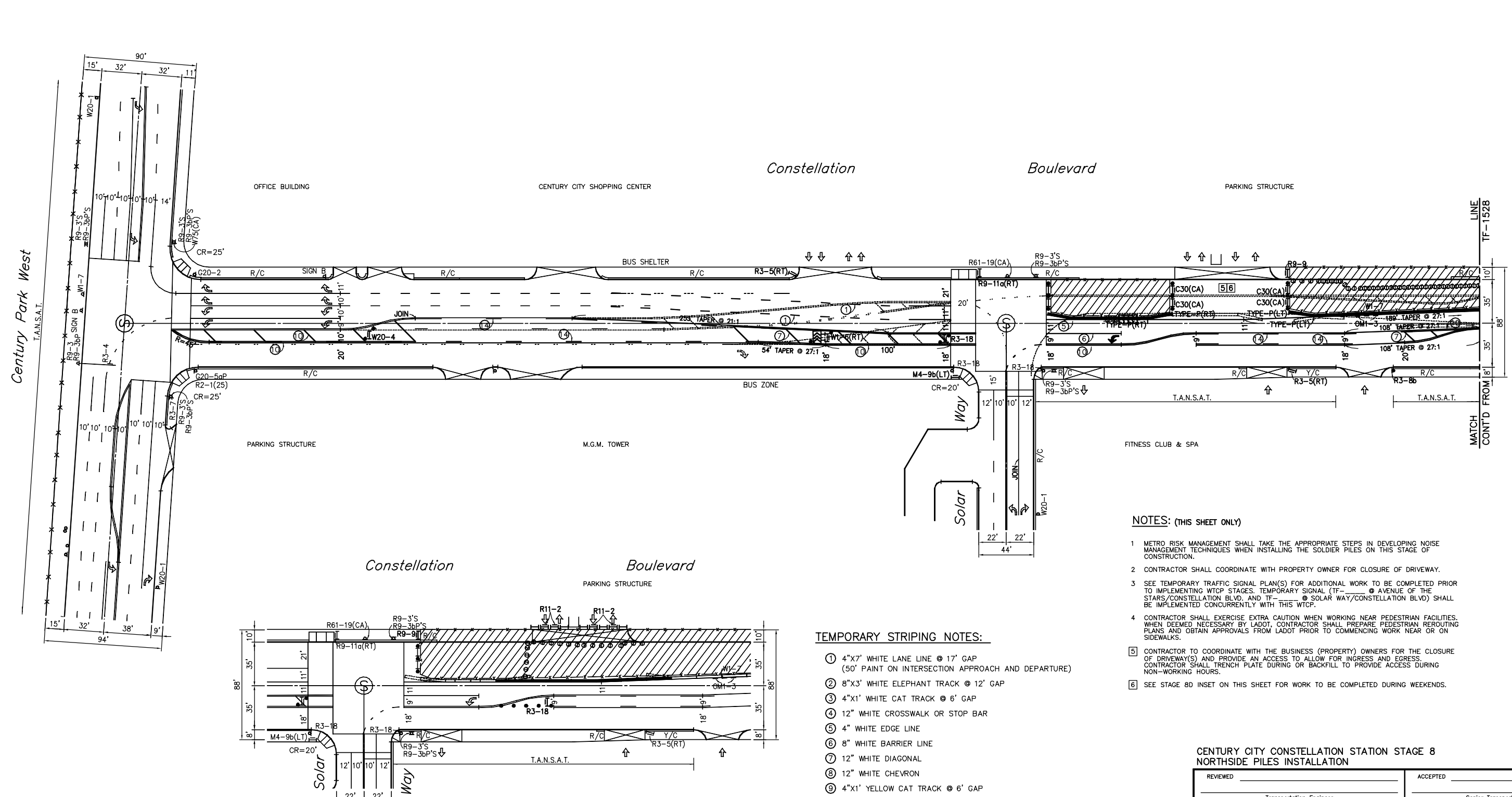
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 8 - SHEET 1

CONTRACT NO: _____
DRAWING NO: TF-1528
SCALE: 1"=40'
SHEET NO: _____

CADD PROJECT FILE NAME: L:\ANSBIM\WAGBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - TRAFFIC CONTROL SHEETS\COXX11528_29.dwg Sep 30, 2015 12:23pm - Sent to sc

1"=20'
ORIGINAL MAP SCALE
1"=40'



R2-1(25)	R3-5(RT)
R3-4	R3-18
R61-19	G20-2
G20-5aP	W1-6(RT)
W1-7	W20-1
OM1-3	C30(CA)
M4-9b(LT)	M4-9b(RT)
R9-11a(RT)	W20-4
TYPE P(LT)	TYPE P(RT)
R9-9	R11-2
R3-8b	

NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1528) AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1528 SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN ROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.
- CONTRACTOR TO COORDINATE WITH THE BUSINESS (PROPERTY) OWNERS FOR THE CLOSURE OF DRIVEWAY(S) AND PROVIDE AN ACCESS TO ALLOW FOR INGRESS AND EGRESS. CONTRACTOR SHALL TRENCH PLATE DURING OR BACKFILL TO PROVIDE ACCESS DURING NON-WORKING HOURS.
- SEE STAGE 8D INSET ON THIS SHEET FOR WORK TO BE COMPLETED DURING WEEKENDS.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL
- 4"x12' YELLOW TWLTL @ 36' GAP

**CENTURY CITY CONSTELLATION STATION STAGE 8
NORTHSIDE PILES INSTALLATION**

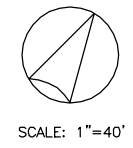
REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: A-5150 FIELD CHECK	
Thomas Guide District PROJECT NO. DRAWING NO.	
632-E3 W PCR TF-1529	27 39

REVIEWED: _____ 20

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

STAGE 8D
WEEKEND CLOSURE FROM
FRIDAY 9PM TO MONDAY 6AM



REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY J. BANZON
DRAWN BY J. BANZON
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015



LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

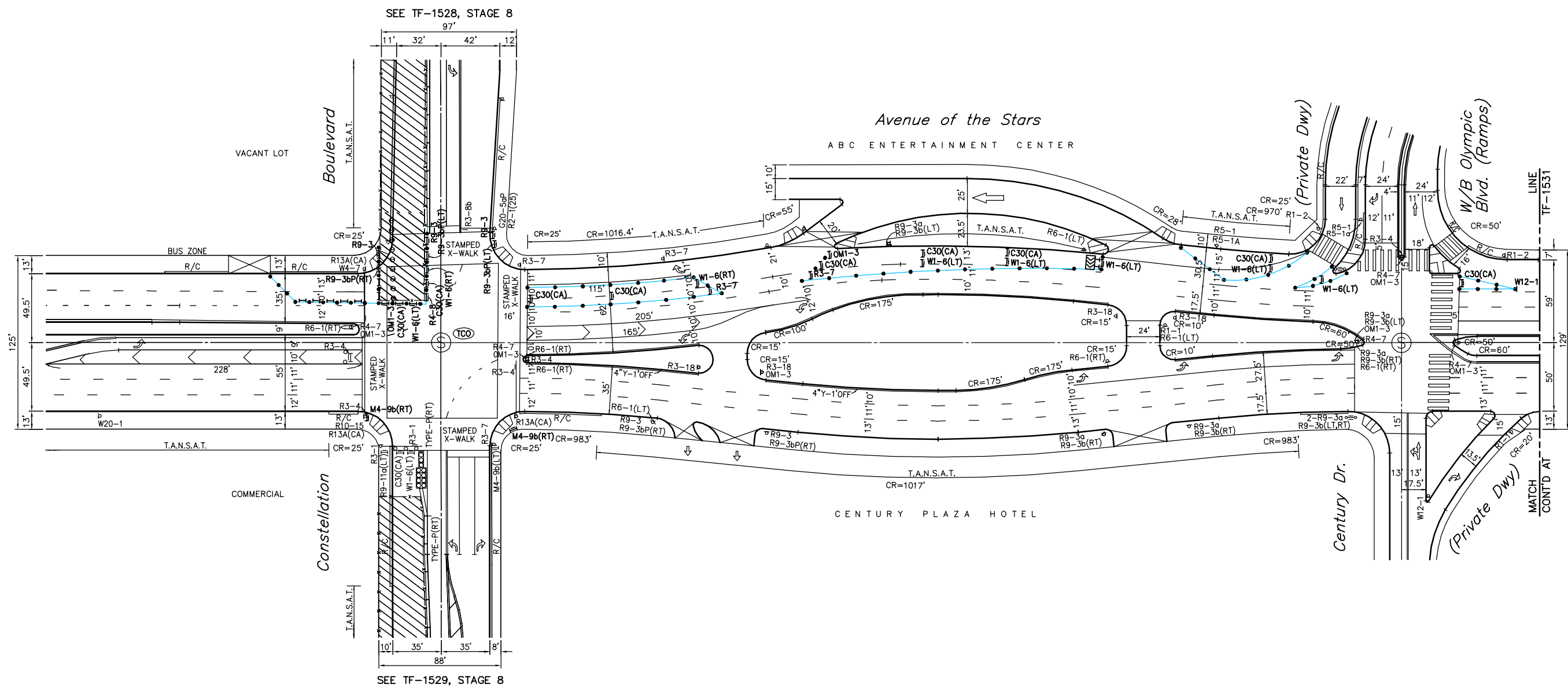
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 8 - SHEET 2

CONTRACT NO	
DRAWING NO	TF-1529
SCALE	1"=40'
SHEET NO	

CADD PROJECT FILE NAME: L:\LAWSBIM\WAGBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - TRAFFIC CONTROL SHEETS\COXX11528_29.dwg Sep 30, 2015 12:25pm - Sent to c

1"=20'
ORIGINAL MAP SCALE
1"=40'



M4-9b(LT)	M4-9b(RT)
R9-3bP(LT)	R9-3bP(RT)
W1-6(LT)	W1-6(RT)
R3-7	R9-3
R9-11a(LT)	R9-11a(RT)
OM1-3	W12-1
R4-8	C30(CA)

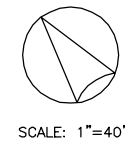
CENTURY CITY CONSTELLATION STATION STAGE 8A
NORTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide: _____	District: _____
PROJECT NO. 632-E3	DRAWING NO. TF-1530
W	28

REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL



SCALE: 1"=40'

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
J. BANZON
DRAWN BY
J. BANZON
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

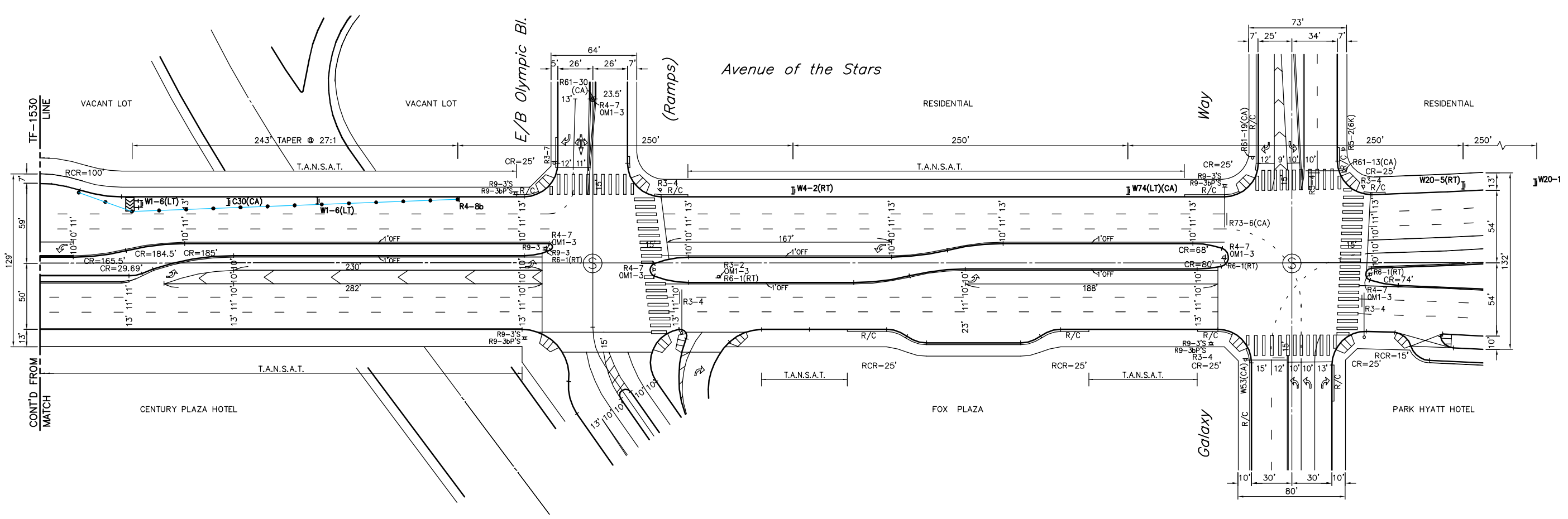
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 8A - SHEET 1

CONTRACT NO. _____
DRAWING NO. TF-1530
SCALE: 1"=40'
SHEET NO. _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - TRAFFIC CONTROL SHEETS\COXX11530_31.dwg Sep 30, 2015 12:29pm - Sentos

1"=20'
ORIGINAL MAP SCALE
1"=40'



W20-5(RT)	W74(LT)(CA)

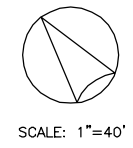
CENTURY CITY CONSTELLATION STATION STAGE 8A
NORTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide: _____	District: _____
PROJECT NO. 632-E3	DRAWING NO. W
PROJECT NO. PCR_____	DRAWING NO. TF-1531
	29

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL



SCALE: 1"=40'

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY J. BANZON
DRAWN BY J. BANZON
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

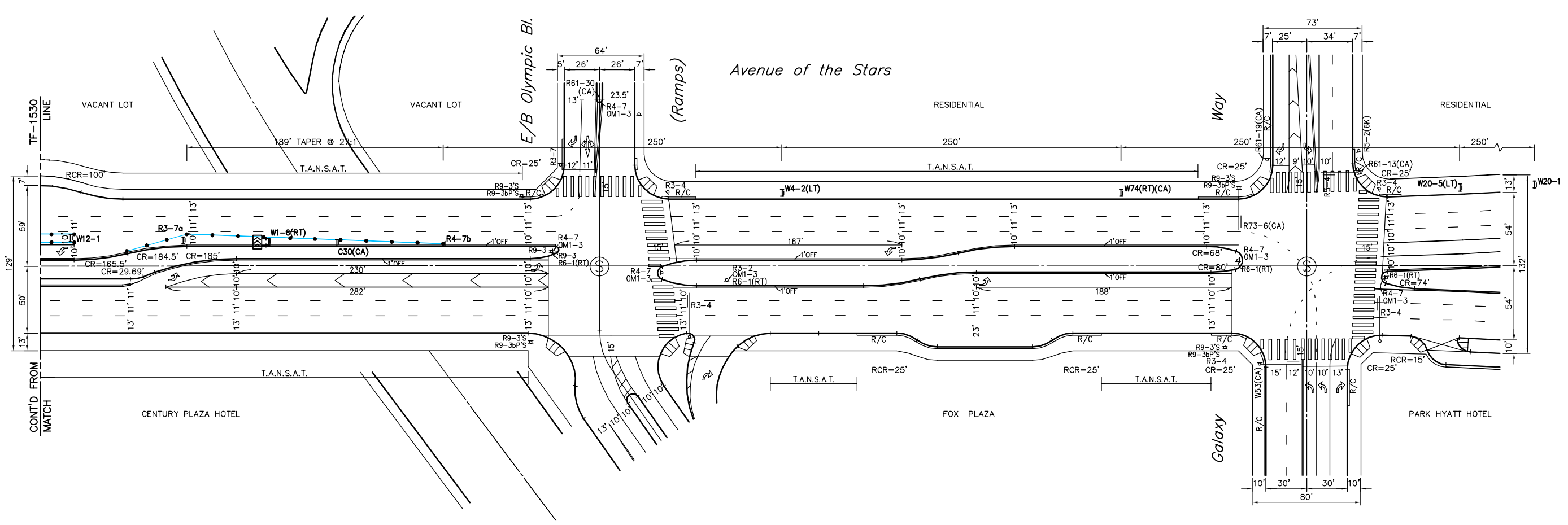
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 8A - SHEET 2

CONTRACT NO. _____
DRAWING NO. TF-1531
SCALE: 1"=40'
SHEET NO. _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - Traffic Control\Sheets\COXXX11530_31.dwg Sep 30, 2015 12:31pm Santos

1"=20'
ORIGINAL MAP SCALE
1"=40'



M4-9b(LT)	M4-9b(RT)
R9-3bP(LT)	R9-3bP(RT)
R3-7a	R9-3
R9-11a(LT)	R9-11a(RT)
W4-2(LT)	C30(CA)
R4-7b	W74(RT)(CA)
W20-5(LT)	

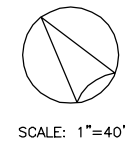
CENTURY CITY CONSTELLATION STATION STAGE 8B
NORTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____	ACCEPTED: _____				
Transportation Engineer	Senior Transportation Engineer				
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER				
MARKOUT BEGAN: _____					
MARKOUT COMPLETED: _____					
STRIPIING COMPLETED: _____	TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.				
References: FIELD CHECK A-5150 A-2839 A-6173					
Thomas Guide District					
PROJECT NO. 632-E3	DISTRICT W	PROJECT NO. PCR_____	DRAWING NO. TF-1533	31	39

REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL



REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
J. BANZON
DRAWN BY
J. BANZON
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

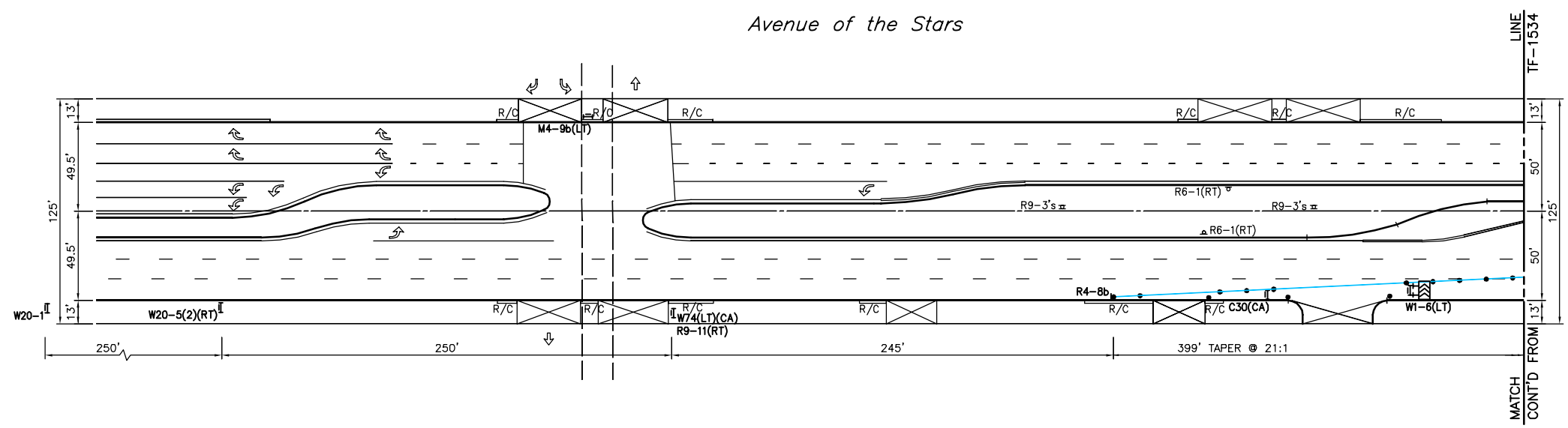
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 8B - SHEET 2

CONTRACT NO
DRAWING NO
TF-1533
SCALE
1"=40'
SHEET NO

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - Traffic Control Sheets\COXXX11532_33.dwg Sep 30, 2015 12:34pm_Sent to sc

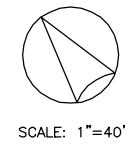
1"=20'
ORIGINAL MAP SCALE
1"=40'



M4-9b(LT)	R9-11(RT)
R4-8b	W1-6(LT)
W4-2(RT)	W20-1
W20-5(RT)	W74(LT)(CA)
C30(CA)	

CENTURY CITY CONSTELLATION STATION STAGE 8C
NORTHSIDE PILES INSTALLATION (WEEKEND SETUP)

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: FIELD CHECK A-5150 A-2839 A-6173	
Thomas Guide: _____	District: _____
632-E3	W
PROJECT NO. PCR_____	DRAWING NO. TF-1535
	33



REVIEWED: _____ 20____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY J. BANZON
DRAWN BY J. BANZON
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

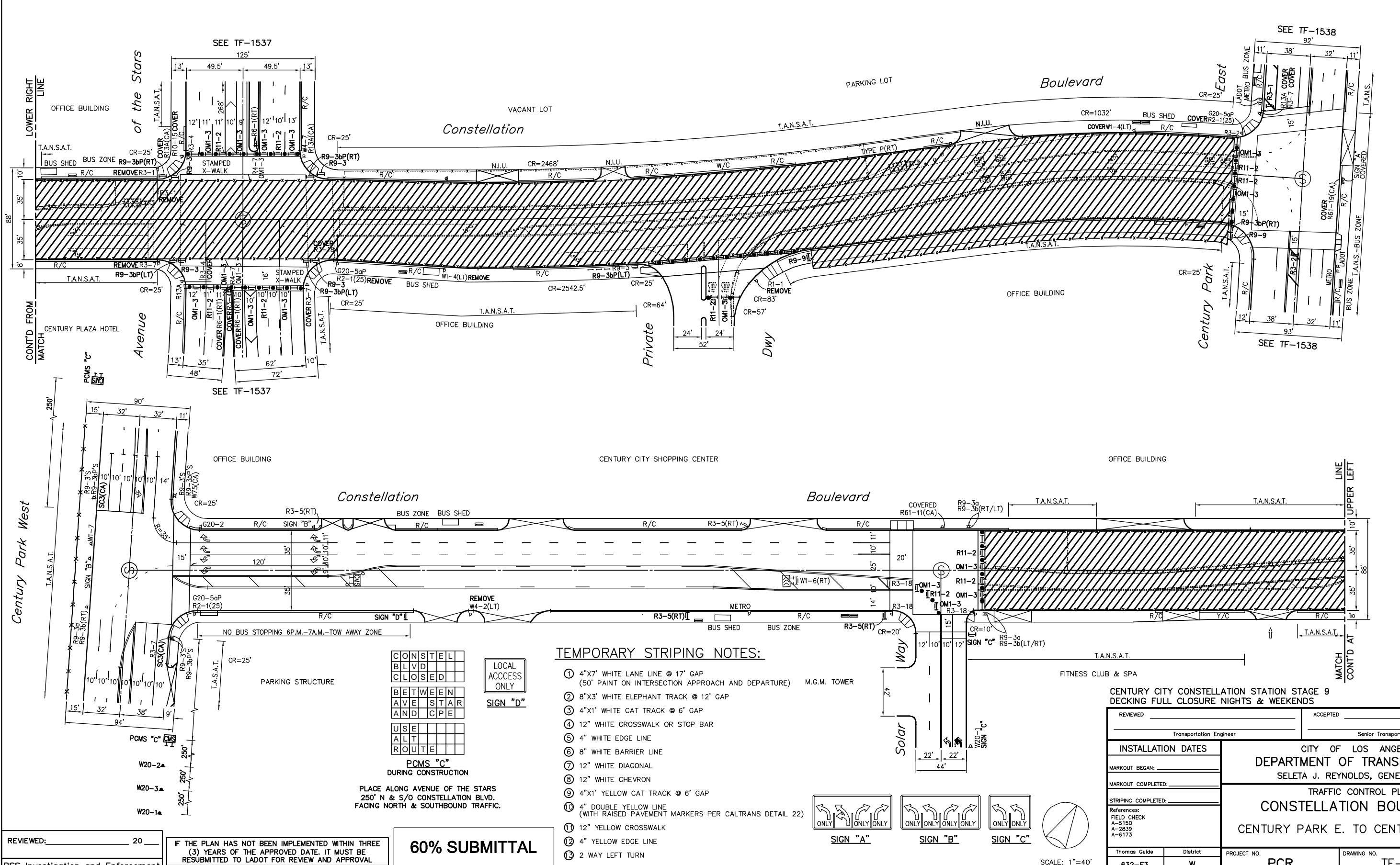
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 8C - SHEET 2

CONTRACT NO	
DRAWING NO	TF-1535
SCALE	1"=40'
SHEET NO	

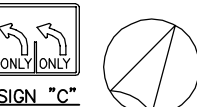
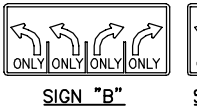
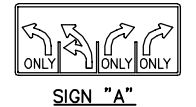
CADD PROJECT FILE NAME: I:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control\Sheets\c0xxx11534_35.dwg Sep 30, 2015 12:36pm - Sent to C

1"=20'
ORIGINAL MAP SCALE
1"=40'



TEMPORARY STRIPING NOTES:

- ① 4"x7' WHITE LANE LINE @ 17' GAP
(50' PAINT ON INTERSECTION APPROACH AND DEPARTURE) M.G.M. TOWER
- ② 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- ③ 4"x1' WHITE CAT TRACK @ 6' GAP
- ④ 12" WHITE CROSSWALK OR STOP BAR
- ⑤ 4" WHITE EDGE LINE
- ⑥ 8" WHITE BARRIER LINE
- ⑦ 12" WHITE DIAGONAL
- ⑧ 12" WHITE CHEVRON
- ⑨ 4"x1' YELLOW CAT TRACK @ 6' GAP
- ⑩ 4" DOUBLE YELLOW LINE
(WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- ⑪ 12" YELLOW CROSSWALK
- ⑫ 4" YELLOW EDGE LINE
- ⑬ 2 WAY LEFT TURN



SCALE: 1"=40'

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY C. SANTOS
DRAWN BY C. SANTOS
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

**CENTURY CITY CONSTELLATION STATION STAGE 9
DECKING FULL CLOSURE NIGHTS & WEEKENDS**

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer

**CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
SELETA J. REYNOLDS, GENERAL MANAGER**

**TRAFFIC CONTROL PLAN
CONSTELLATION BOULEVARD
CENTURY PARK E. TO CENTURY PARK W.**

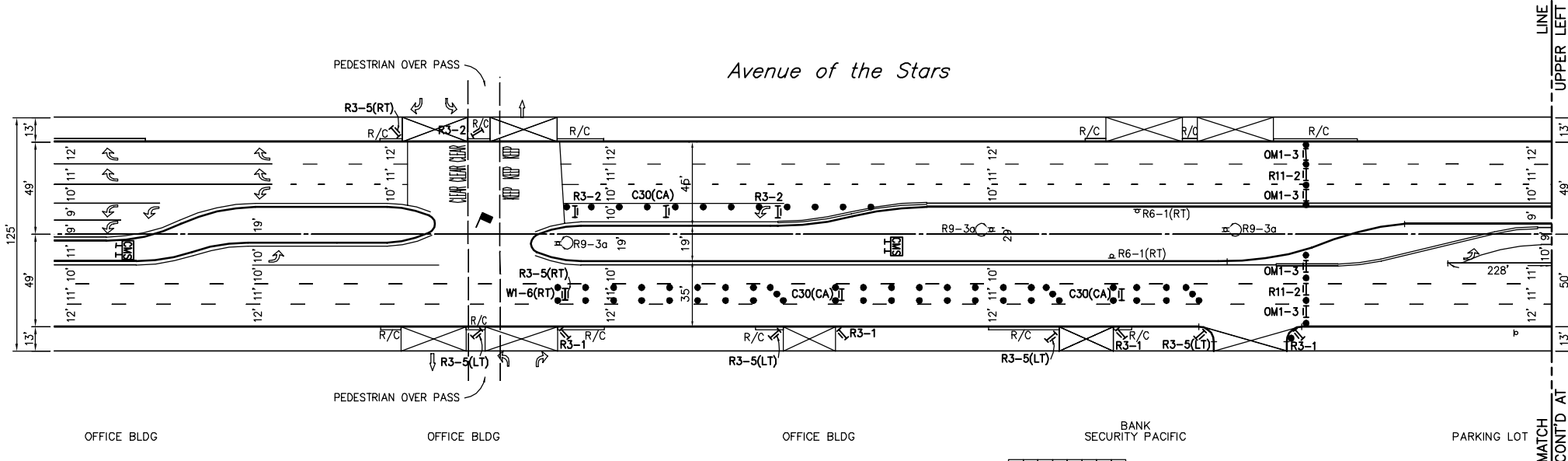
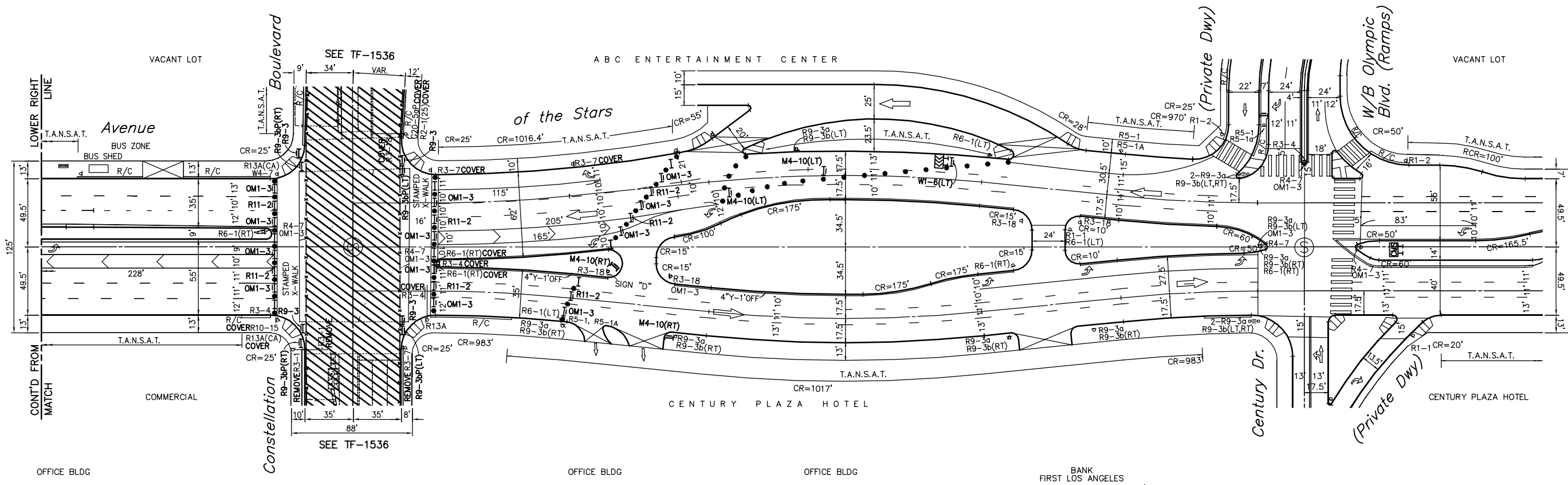
References: FIELD CHECK A-5150 A-2839 A-6173	Thomas Guide	District	PROJECT NO.	DRAWING NO.
			PCR_____	TF-1536 34 39

**WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 9 - SHEET 1**

CONTRACT NO	DRAWING NO	REV
	TF-1536	
SCALE	1"=40'	
SHEET NO		

	R3-1		R3-2
	R3-5(LT)		R3-7(RT)
	R11-2		R11-4
	OM1-3		C30(CA)
	M4-10(LT)		M4-10(RT)
	W20-1		W20-2
	W20-3		SC3(CA)
	R9-9		R9-3bP(RT)
	R9-3bP(LT)		R9-3
	R3-5(RT)		

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - TRAFFIC CONTROL SHEETS\COXX11536.dwg Sep 30, 2015 11:48am Santos



TEMPORARY STRIPING NOTES:

- ① 4"x7' WHITE LANE LINE @ 17' GAP
(50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- ② 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- ③ 4"x1' WHITE CAT TRACK @ 6' GAP
- ④ 12" WHITE CROSSWALK OR STOP BAR
- ⑤ 4" WHITE EDGE LINE
- ⑥ 8" WHITE BARRIER LINE
- ⑦ 12" WHITE DIAGONAL
- ⑧ 12" WHITE CHEVRON
- ⑨ 4"x1' YELLOW CAT TRACK @ 6' GAP
- ⑩ 4" DOUBLE YELLOW LINE
(WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- ⑪ 12" YELLOW CROSSWALK
- ⑫ 4" YELLOW EDGE LINE
- ⑬ 2 WAY LEFT TURN

R3-1	R3-2
R3-5(RT)	R3-5(LT)
R9-3	R9-3b(LT)
R9-3bP(RT)	R11-2
	M4-10(RT)
OM1-3	W1-6(LT)
C30(CA)	

**CENTURY CITY CONSTELLATION STATION STAGE 9
DECKING FULL CLOSURE NIGHTS & WEEKENDS**

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER	
TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.	
MARKOUT BEGAN: _____	MARKOUT COMPLETED: _____
STRIPING COMPLETED: _____	References: FIELD CHECK A-5150 A-2839 A-6173
Thomas Guide: _____	District: _____
PROJECT NO. PCR_____	DRAWING NO. TF-1537
632-E3	35

REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL

60% SUBMITTAL

Olympic Bl
LEFT LANE
SIGN "D"

CONSTEL
BLVD
CLOSED

BETWEEN
AVE STAR
AND CPE

USE
ALT
ROUTE

PCMS "B"
DURING CONSTRUCTION

PLACE ALONG AVENUE OF THE STARS
250' N & S/O CONSTELLATION BLVD.
FACING NORTH & SOUTHBOUND TRAFFIC.

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
C. SANTOS

DRAWN BY
C. SANTOS

CHECKED BY
K. DERDERIAN

IN CHARGE
K. DERDERIAN

DATE
10/02/2015

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

Metro

**PARSONS
BRINCKERHOFF**

INTUEOR
MAXIMIZING VALUE

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

**WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 9 - SHEET 2**

CONTRACT NO _____

DRAWING NO **TF-1537** REV _____

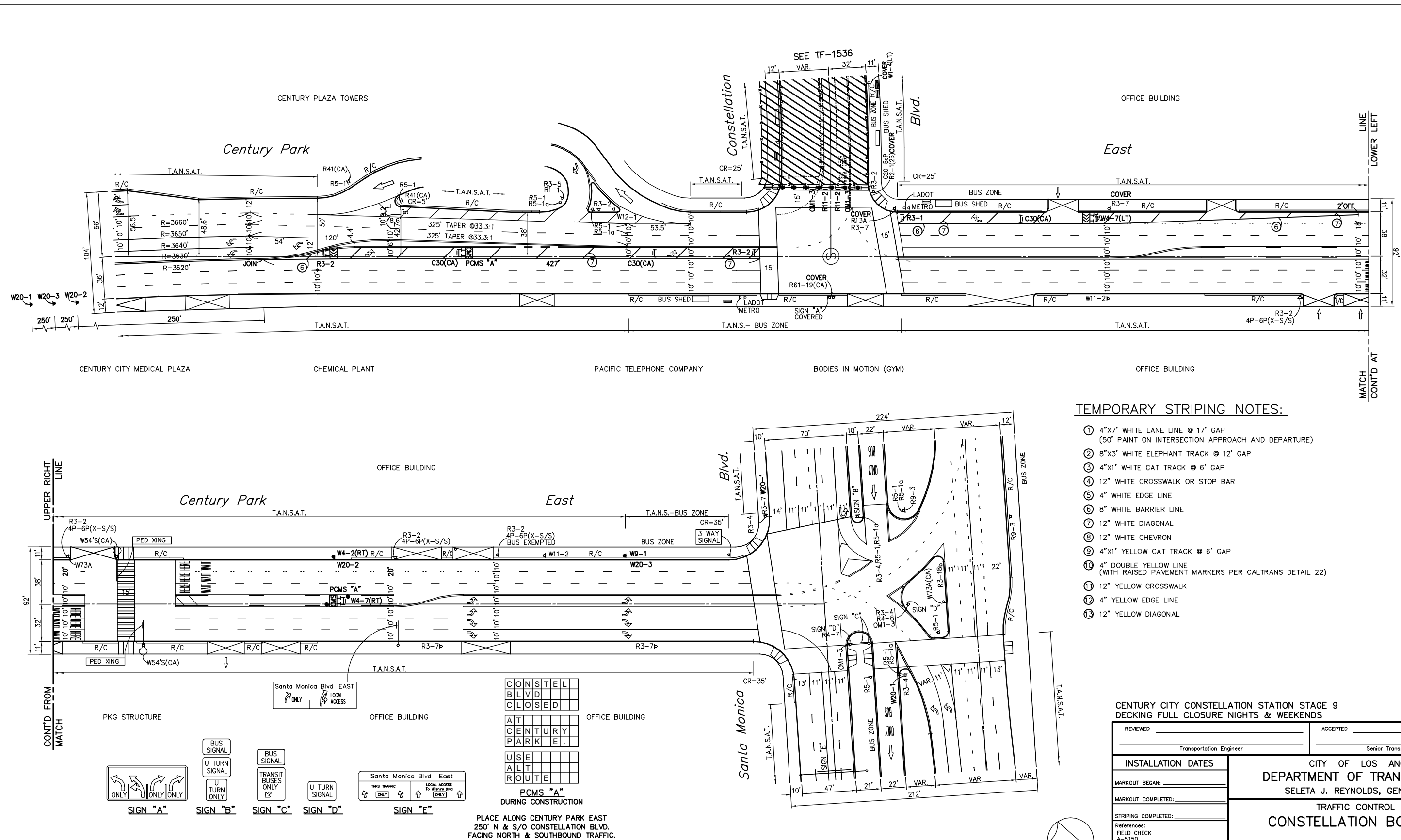
SCALE **1"=40'**

SHEET NO _____

1"=20'
ORIGINAL MAP SCALE
1"=40'

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control Sheets\COXXX11537.dwg Sep 30, 2015 11:49am - SantosC

1"=20'
ORIGINAL MAP SCALE
1"=40'



TEMPORARY STRIPING NOTES:

- ① 4"x7" WHITE LANE LINE @ 17' GAP
(50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- ② 8"x3" WHITE ELEPHANT TRACK @ 12' GAP
- ③ 4"x1" WHITE CAT TRACK @ 6' GAP
- ④ 12" WHITE CROSSWALK OR STOP BAR
- ⑤ 4" WHITE EDGE LINE
- ⑥ 8" WHITE BARRIER LINE
- ⑦ 12" WHITE DIAGONAL
- ⑧ 12" WHITE CHEVRON
- ⑨ 4"x1" YELLOW CAT TRACK @ 6' GAP
- ⑩ 4" DOUBLE YELLOW LINE
(WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- ⑪ 12" YELLOW CROSSWALK
- ⑫ 4" YELLOW EDGE LINE
- ⑬ 12" YELLOW DIAGONAL

**CENTURY CITY CONSTELLATION STATION STAGE 9
DECKING FULL CLOSURE NIGHTS & WEEKENDS**

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer

INSTALLATION DATES

MARKOUT BEGAN: _____

MARKOUT COMPLETED: _____

STRIPING COMPLETED: _____

References:
FIELD CHECK
A-5150
A-2839
A-6173

Thomas Guide	District	PROJECT NO.	DRAWING NO.
632-E3	W	PCR_____	TF-1538 36

**CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
SELETA J. REYNOLDS, GENERAL MANAGER**

**TRAFFIC CONTROL PLAN
CONSTELLATION BOULEVARD
CENTURY PARK E. TO CENTURY PARK W.**

REVIEWED: _____ 20 _____

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY C. SANTOS
DRAWN BY C. SANTOS
CHECKED BY K. DERDERIAN
IN CHARGE K. DERDERIAN
DATE 10/02/2015

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

Metro

**PARSONS
BRINCKERHOFF**

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

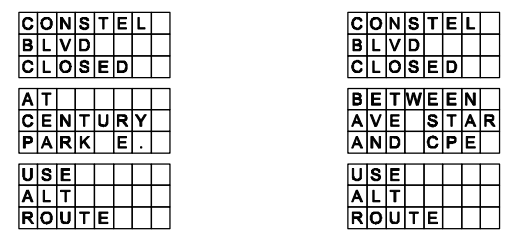
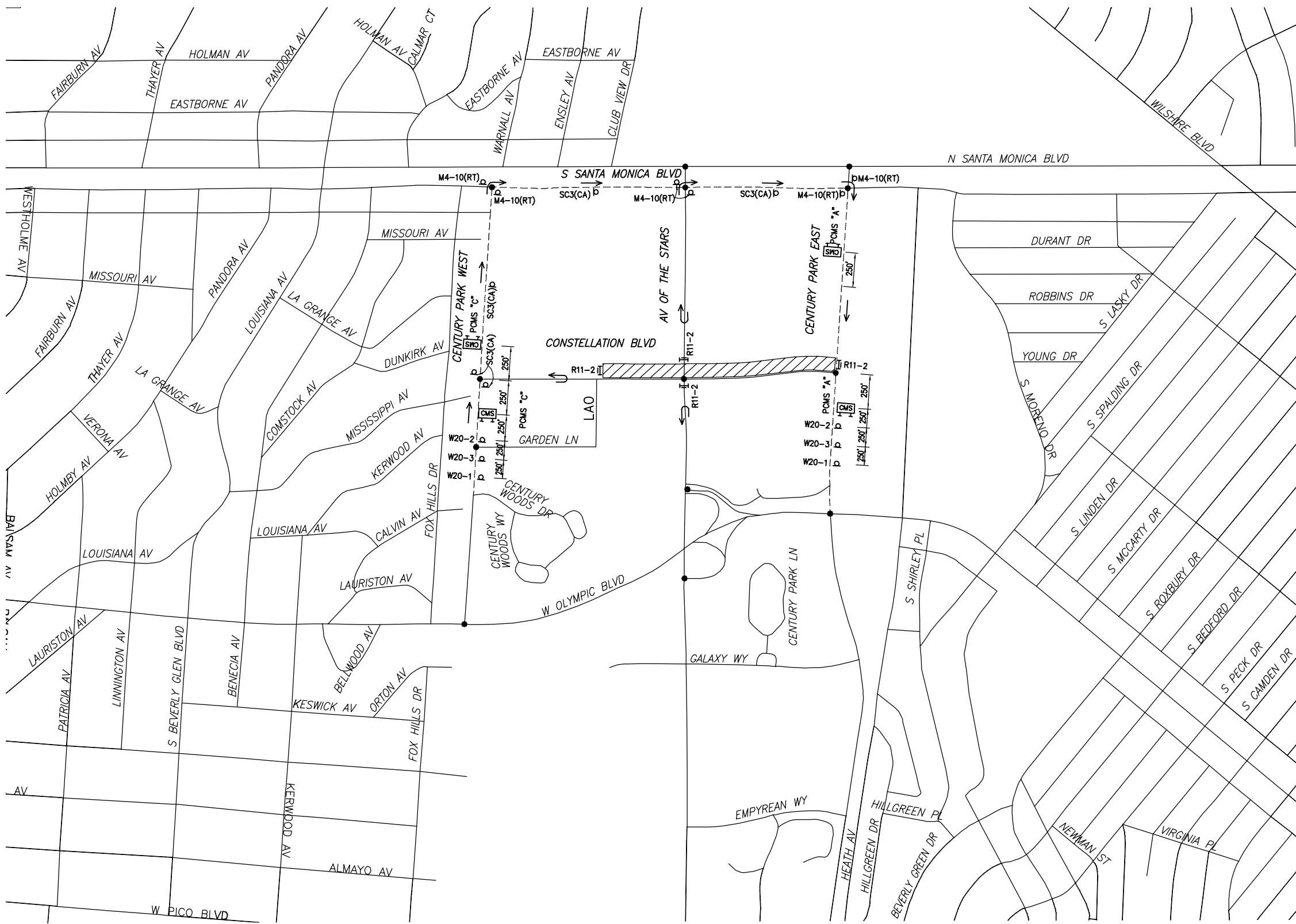
**WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 9 - SHEET 3**

CONTRACT NO	
DRAWING NO	TF-1538
SCALE	1"=40'
SHEET NO	

R3-1	R3-2
R11-2	C30(CA)
OM1-3	W4-2(RT)
W4-7(RT)	W4-7(LT)
W9-1(RT)	W20-1
W20-2	W20-3

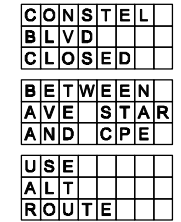
CADD PROJECT FILE NAME: I:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station - TRAFFIC CONTROL SHEETS\COXXX11538.dwg Sep 30, 2015 11:50am - SantosC

1"=20'
ORIGINAL MAP SCALE
1"=40'



PCMS "A" DURING CONSTRUCTION
PCMS "B" DURING CONSTRUCTION

PLACE ALONG CENTURY PARK EAST 250' N & S/O CONSTELLATION BLVD. FACING NORTH & SOUTHBOUND TRAFFIC.
PLACE ALONG AVENUE OF THE STARS 250' N & S/O CONSTELLATION BLVD. FACING NORTH & SOUTHBOUND TRAFFIC.



PCMS "C" DURING CONSTRUCTION
PLACE ALONG CENTURY PARK WEST 250' N & S/O CONSTELLATION BLVD. FACING NORTH & SOUTHBOUND TRAFFIC.

LEGEND:

- - SIGNALIZED INTERSECTION
- ▨ - PROPOSED WORK AREA
- ◊ - PROPOSED DETOUR SIGN
- ◻ - PROPOSED CHANGEABLE MESSAGE SIGN (PCMS)
- TOO - TRAFFIC CONTROL OFFICER
- LAO - LOCAL ACCESS ONLY

NOTES: (THIS SHEET ONLY)

- SEE DRAWING TF-xxxx FOR ALL WTCP SIGNS ASSOCIATED WITH THIS DETOUR.

CENTURY CITY CONSTELLATION STATION STAGE 9
DECKING/DECKING REMOVAL FULL CLOSURE NIGHTS/WEEKENDS

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD EASTBOUND CLOSURE-STAGE 9
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	
References: _____	PROJECT NO. PCR _____ DRAWING NO. TF-1539 37/39

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
C. SANTOS
DRAWN BY
C. SANTOS
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
TRAFFIC DETOUR PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 9 - SHEET 4

CONTRACT NO	REV
DRAWING NO TF-1539	
SCALE 1"=40'	
SHEET NO	

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control\Sheets\COXXX11539.dwg Sep 30, 2015 11:52am - SantosC

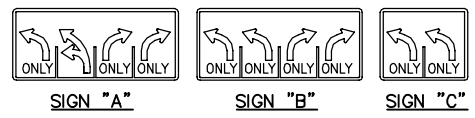
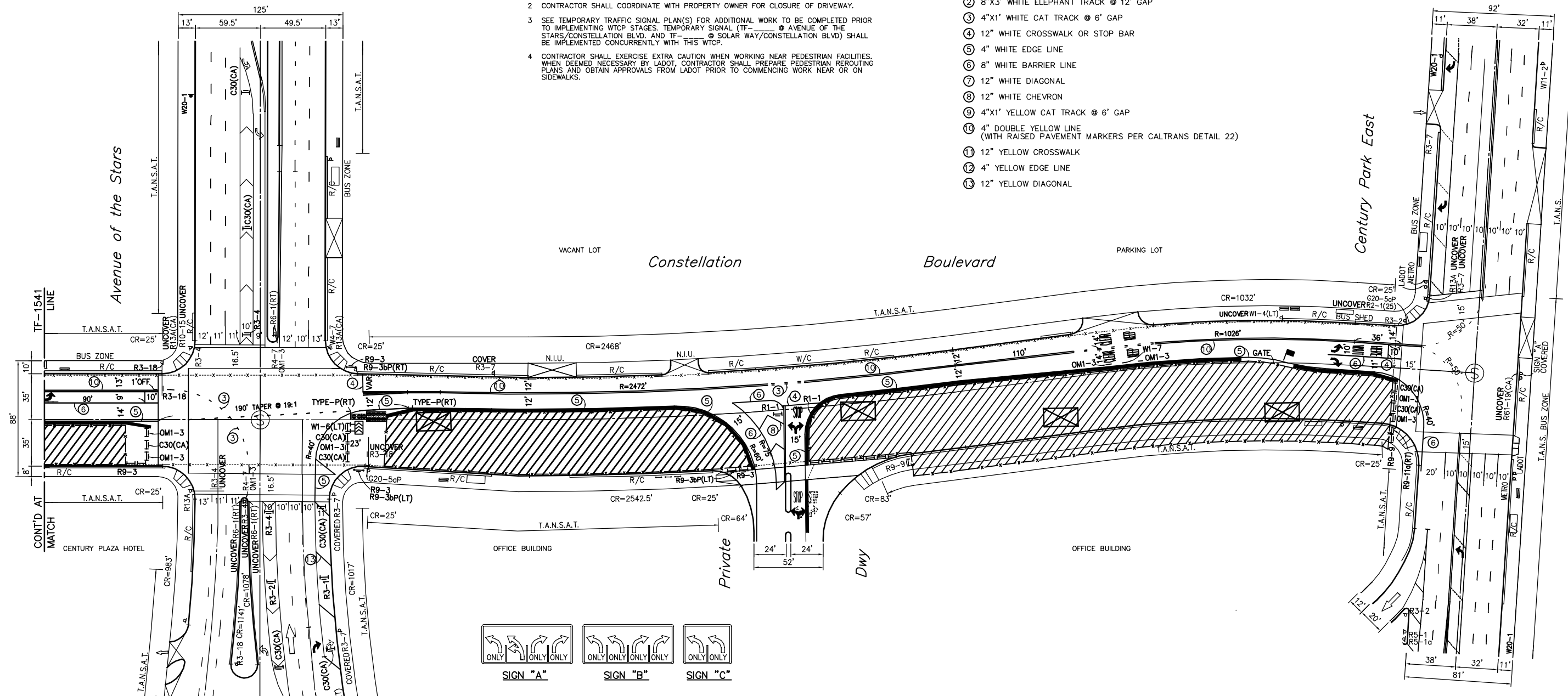
NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1541) @ AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1541 @ SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.

TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL

1"=20'
ORIGINAL MAP SCALE
1"=40'



R1-1	R3-1
R3-2	R3-4
R3-7	R3-18
R9-3	R9-3bP(LT)
R9-3bP(RT)	R9-11(LT)
R9-11a(LT)	R9-11a(RT)
R9-9	OM1-3
C30(CA)	TYPE P(RT)
TYPE P(RT)	W20-1
W1-6(LT)	W1-7

CENTURY CITY CONSTELLATION STATION STAGE 10

REVIEWED: _____	ACCEPTED: _____
Transportation Engineer	Senior Transportation Engineer
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER
MARKOUT BEGAN: _____	
MARKOUT COMPLETED: _____	
STRIPING COMPLETED: _____	TRAFFIC CONTROL PLAN
References: FIELD CHECK A-5150 A-2839 A-6173	CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.
Thomas Guide: _____	District: _____
PROJECT NO. 632-E3	DRAWING NO. TF-1540
38	39

REVIEWED: _____ 20 _____
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
C. SANTOS
DRAWN BY
C. SANTOS
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF

INTUEOR
MAXIMIZING VALUE

7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

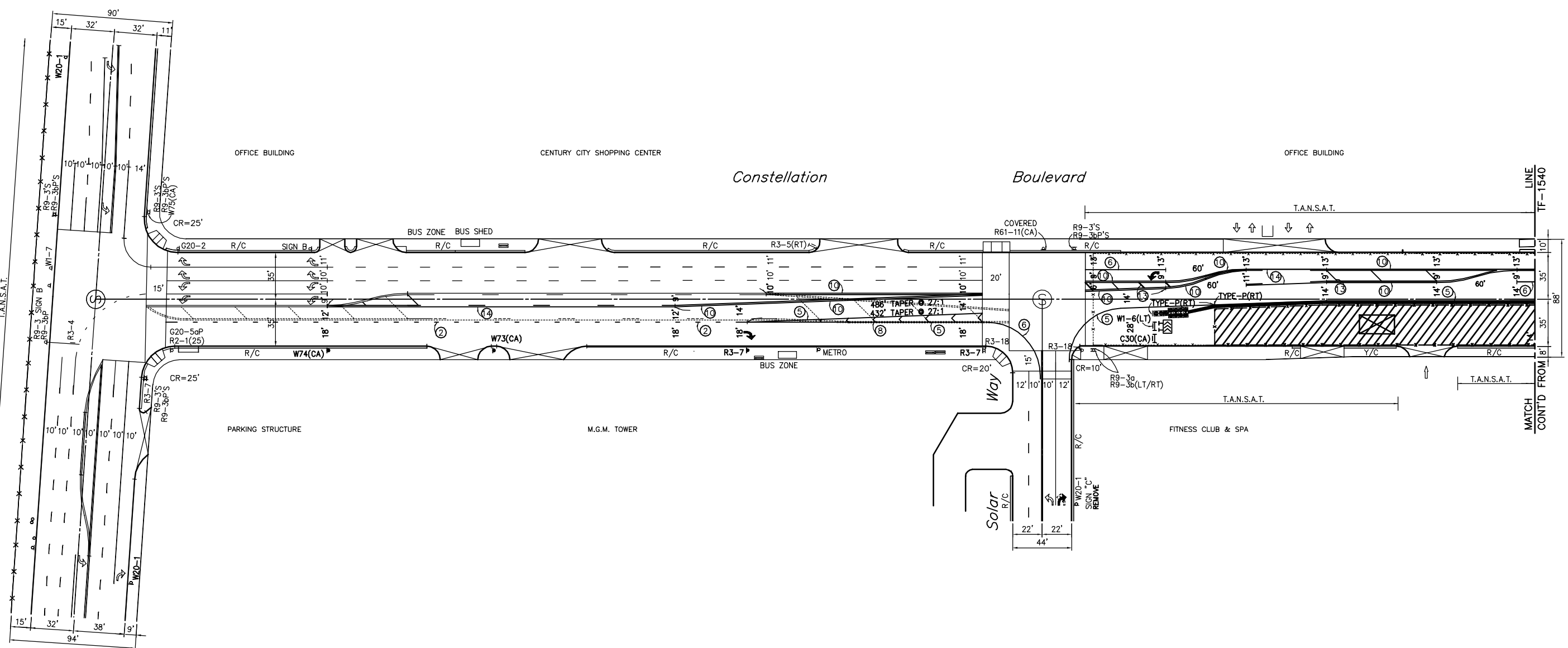
WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 10 - SHEET 1

CONTRACT NO _____
DRAWING NO TF-1540
SCALE 1"=40'
SHEET NO _____

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation-Station 10 - Traffic Control Plan - Constellation-PHE\Constellation-Station 10 - Traffic Control Plan - Constellation-PHE.dwg Sep 30, 2015 11:52am_SantosC

1"=20'
ORIGINAL MAP SCALE
1"=40'

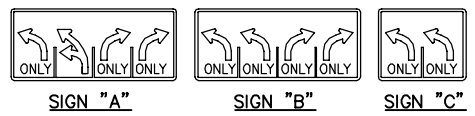
Century Park West



RIGHT LANE MUST TURN RIGHT R3-7	W1-6(RT)
←	LANE CLOSED W1-6(LT) C30(CA)
↕	↕ TYPE P(LT) TYPE P(RT)
ROAD WORK AHEAD W20-1	RIGHT LANE TURNING RIGHT AHEAD W73A(CA)
THRU TRAFFIC MERGE LEFT W74(CA)	

NOTES: (THIS SHEET ONLY)

- METRO RISK MANAGEMENT SHALL TAKE THE APPROPRIATE STEPS IN DEVELOPING NOISE MANAGEMENT TECHNIQUES WHEN INSTALLING THE SOLDIER PILES ON THIS STAGE OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR CLOSURE OF DRIVEWAY.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN(S) FOR ADDITIONAL WORK TO BE COMPLETED PRIOR TO IMPLEMENTING WTCP STAGES. TEMPORARY SIGNAL (TF-1540) AVENUE OF THE STARS/CONSTELLATION BLVD. AND TF-1540 SOLAR WAY/CONSTELLATION BLVD) SHALL BE IMPLEMENTED CONCURRENTLY WITH THIS WTCP.
- CONTRACTOR SHALL EXERCISE EXTRA CAUTION WHEN WORKING NEAR PEDESTRIAN FACILITIES. WHEN DEEMED NECESSARY BY LADOT, CONTRACTOR SHALL PREPARE PEDESTRIAN REROUTING PLANS AND OBTAIN APPROVALS FROM LADOT PRIOR TO COMMENCING WORK NEAR OR ON SIDEWALKS.



TEMPORARY STRIPING NOTES:

- 4"x7' WHITE LANE LINE @ 17' GAP (50' PAINT ON INTERSECTION APPROACH AND DEPARTURE)
- 8"x3' WHITE ELEPHANT TRACK @ 12' GAP
- 4"x1' WHITE CAT TRACK @ 6' GAP
- 12" WHITE CROSSWALK OR STOP BAR
- 4" WHITE EDGE LINE
- 8" WHITE BARRIER LINE
- 12" WHITE DIAGONAL
- 12" WHITE CHEVRON
- 4"x1' YELLOW CAT TRACK @ 6' GAP
- 4" DOUBLE YELLOW LINE (WITH RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 22)
- 12" YELLOW CROSSWALK
- 4" YELLOW EDGE LINE
- 12" YELLOW DIAGONAL
- 2 WAY LEFT TURN

CENTURY CITY CONSTELLATION STATION STAGE 10

REVIEWED: _____	ACCEPTED: _____			
Transportation Engineer	Senior Transportation Engineer			
INSTALLATION DATES: _____	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION SELETA J. REYNOLDS, GENERAL MANAGER TRAFFIC CONTROL PLAN CONSTELLATION BOULEVARD CENTURY PARK E. TO CENTURY PARK W.			
MARKOUT BEGAN: _____				
MARKOUT COMPLETED: _____				
STRIPING COMPLETED: _____	References: FIELD CHECK A-5150 A-2839 A-6173			
Thomas Guide: 632-E3	District: W	PROJECT NO.: PCR_____	DRAWING NO.: TF-1541	39

REVIEWED: _____ 20
BSS Investigation and Enforcement

IF THE PLAN HAS NOT BEEN IMPLEMENTED WITHIN THREE (3) YEARS OF THE APPROVED DATE, IT MUST BE RESUBMITTED TO LADOT FOR REVIEW AND APPROVAL.

60% SUBMITTAL

DESIGNED BY
C. SANTOS
DRAWN BY
C. SANTOS
CHECKED BY
K. DERDERIAN
IN CHARGE
K. DERDERIAN
DATE
10/02/2015



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

INTUEOR
MAXIMIZING VALUE
7700 IRVINE CENTER DR.
SUITE 470
IRVINE, CA 92618
T 949-753-9010
F 949-753-9014

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
STATION SHORING & EXCAVATION
WORKSITE TRAFFIC CONTROL PLAN
CENTURY CITY CONSTELLATION STATION
STAGE 10 - SHEET 2

CONTRACT NO.	
DRAWING NO.	TF-1541
SCALE	1"=40'
SHEET NO.	

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

CADD PROJECT FILE NAME: L:\LAWSBIM\WACBM\CADD\95_Working\TrafficTeam\Segment2-Constellation-PHE\Constellation Station - Traffic Control Sheets\cxxx11541.dwg Sep 30, 2015 11:54am_Santos

APPENDIX B EXISTING PEAK HOUR COUNTS

APPENDIX B EXISTING PEAK HOUR COUNTS

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

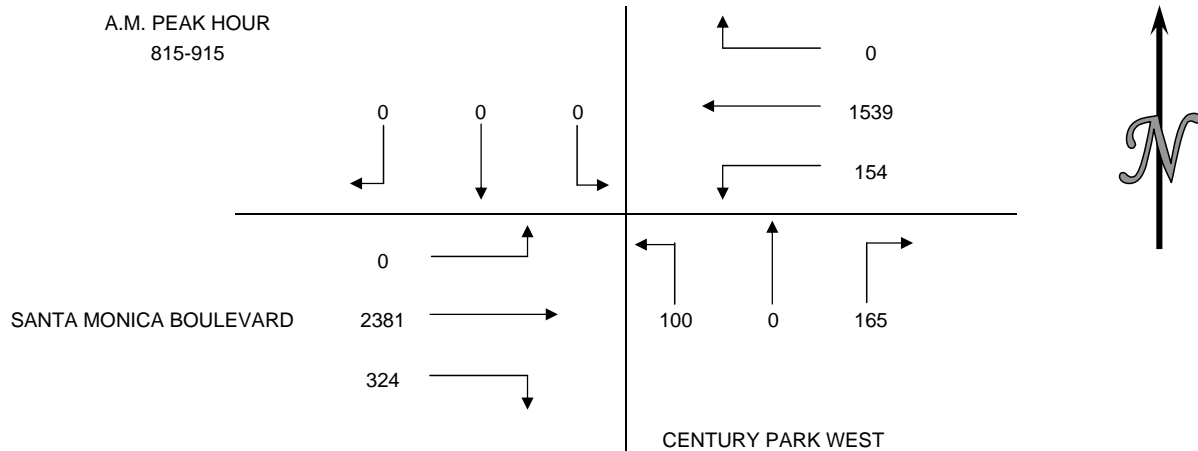
INTERSECTION

4

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: THURSDAY FEBRUARY 10, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTURY PARK WEST
 E/W SANTA MONICA BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	0	0	0	275	16	12	0	9	27	354	0	693
715-730	0	0	0	0	345	9	18	0	12	38	391	0	813
730-745	0	0	0	0	299	27	22	0	28	57	503	0	936
745-800	0	0	0	0	440	15	19	0	14	58	517	0	1063
800-815	0	0	0	0	402	33	25	0	22	80	529	0	1091
815-830	0	0	0	0	422	31	30	0	23	80	565	0	1151
830-845	0	0	0	0	407	33	44	0	23	94	613	0	1214
845-900	0	0	0	0	377	47	52	0	18	79	625	0	1198
900-915	0	0	0	0	333	43	39	0	36	71	578	0	1100
915-930	0	0	0	0	370	72	38	0	25	65	564	0	1134
930-945	0	0	0	0	423	47	55	0	50	50	597	0	1222
945-1000	0	0	0	0	373	38	52	0	27	36	588	0	1114

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	0	0	0	1359	67	71	0	63	180	1765	0	3505
715-815	0	0	0	0	1486	84	84	0	76	233	1940	0	3903
730-830	0	0	0	0	1563	106	96	0	87	275	2114	0	4241
745-845	0	0	0	0	1671	112	118	0	82	312	2224	0	4519
800-900	0	0	0	0	1608	144	151	0	86	333	2332	0	4654
815-915	0	0	0	0	1539	154	165	0	100	324	2381	0	4663
830-930	0	0	0	0	1487	195	173	0	102	309	2380	0	4646
845-945	0	0	0	0	1503	209	184	0	129	265	2364	0	4654
900-1000	0	0	0	0	1499	200	184	0	138	222	2327	0	4570

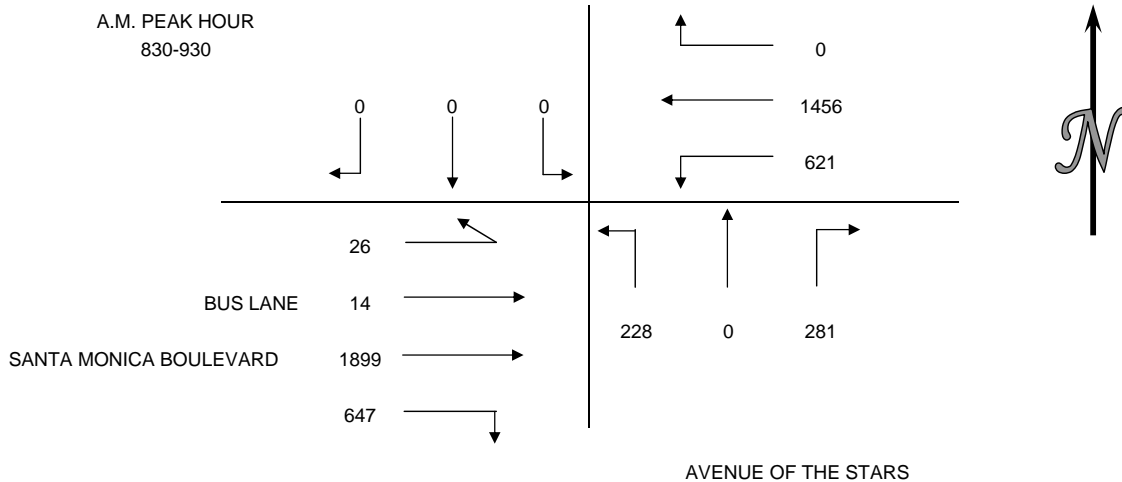


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

INTERSECTION
5

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: THURSDAY FEBRUARY 10, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S AVENUE OF THE STARS
 E/W SANTA MONICA BOULEVARD

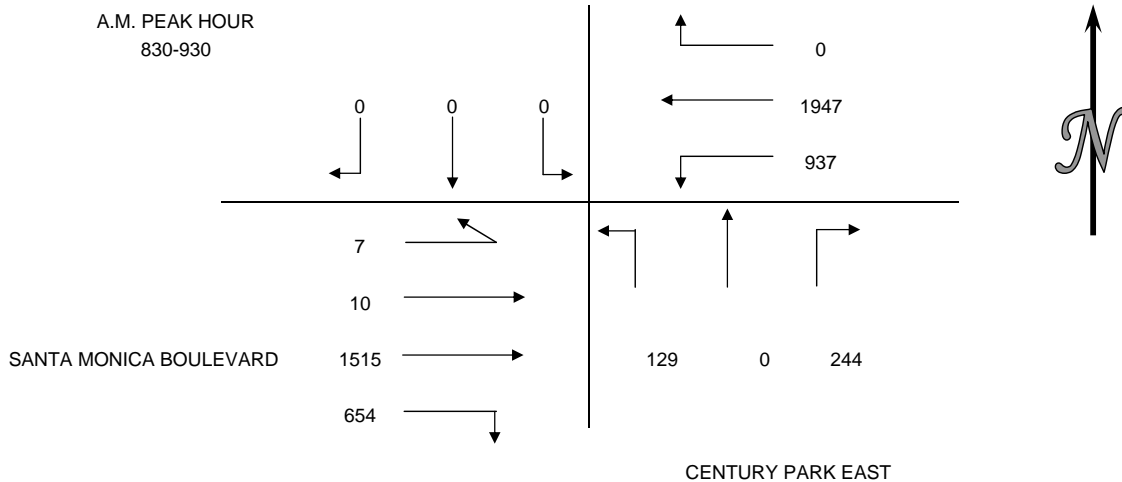
15 MIN COUNTS														
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	11B EBTH	12 EBUT	TOTAL
700-715	0	0	0	0	240	52	29	0	24	103	259	2	1	710
715-730	0	0	0	0	314	79	29	0	43	123	297	4	0	889
730-745	0	0	0	0	335	109	34	0	54	138	337	3	0	1010
745-800	0	0	0	0	331	138	47	0	74	156	452	2	8	1208
800-815	0	0	0	0	408	137	46	0	47	160	445	2	2	1247
815-830	0	0	0	0	397	141	49	0	65	181	420	2	4	1259
830-845	0	0	0	0	415	184	67	0	70	127	452	4	5	1324
845-900	0	0	0	0	336	168	59	0	55	186	503	3	3	1313
900-915	0	0	0	0	366	157	68	0	44	151	441	2	9	1238
915-930	0	0	0	0	339	112	87	0	59	183	503	5	9	1297
930-945	0	0	0	0	401	159	59	0	75	153	430	4	10	1291
945-1000	0	0	0	0	338	170	83	0	58	148	450	6	14	1267
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	11B EBTH	12 EBUT	TOTAL
700-800	0	0	0	0	1220	378	139	0	195	520	1345	11	9	3817
715-815	0	0	0	0	1388	463	156	0	218	577	1531	11	10	4354
730-830	0	0	0	0	1471	525	176	0	240	635	1654	9	14	4724
745-845	0	0	0	0	1551	600	209	0	256	624	1769	10	19	5038
800-900	0	0	0	0	1556	630	221	0	237	654	1820	11	14	5143
815-915	0	0	0	0	1514	650	243	0	234	645	1816	11	21	5134
830-930	0	0	0	0	1456	621	281	0	228	647	1899	14	26	5172
845-945	0	0	0	0	1442	596	273	0	233	673	1877	14	31	5139
900-1000	0	0	0	0	1444	598	297	0	236	635	1824	17	42	5093



INTERSECTION TURNING MOVEMENT COUNT SUMMARY
INTERSECTION
6

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: THURSDAY FEBRUARY 10, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTURY PARK EAST
 E/W SANTA MONICA BOULEVARD

15 MIN COUNTS														
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	11B EBTH	12U EBUT	TOTAL
700-715	0	0	0	0	245	63	22	0	11	41	196	3	1	582
715-730	0	0	0	0	362	88	33	0	20	78	261	3	2	847
730-745	0	0	0	0	399	104	29	0	32	91	284	1	1	941
745-800	0	0	0	0	476	143	56	0	21	118	365	3	1	1183
800-815	0	0	0	0	480	180	64	0	39	149	410	2	1	1325
815-830	0	0	0	0	519	223	43	0	30	142	349	0	2	1308
830-845	0	0	0	0	511	213	59	0	40	174	391	3	4	1395
845-900	0	0	0	0	456	232	58	0	20	163	348	2	1	1280
900-915	0	0	0	0	499	262	52	0	32	127	366	2	1	1341
915-930	0	0	0	0	481	230	75	0	37	190	410	3	1	1427
930-945	0	0	0	0	413	223	28	0	27	82	346	0	0	1119
945-1000	0	0	0	0	498	156	51	0	17	126	410	1	1	1260
HOOR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	11B EBTH	12U EBUT	TOTAL
700-800	0	0	0	0	1482	398	140	0	84	328	1106	10	5	3553
715-815	0	0	0	0	1717	515	182	0	112	436	1320	9	5	4296
730-830	0	0	0	0	1874	650	192	0	122	500	1408	6	5	4757
745-845	0	0	0	0	1986	759	222	0	130	583	1515	8	8	5211
800-900	0	0	0	0	1966	848	224	0	129	628	1498	7	8	5308
815-915	0	0	0	0	1985	930	212	0	122	606	1454	7	8	5324
830-930	0	0	0	0	1947	937	244	0	129	654	1515	10	7	5443
845-945	0	0	0	0	1849	947	213	0	116	562	1470	7	3	5167
900-1000	0	0	0	0	1891	871	206	0	113	525	1532	6	3	5147



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

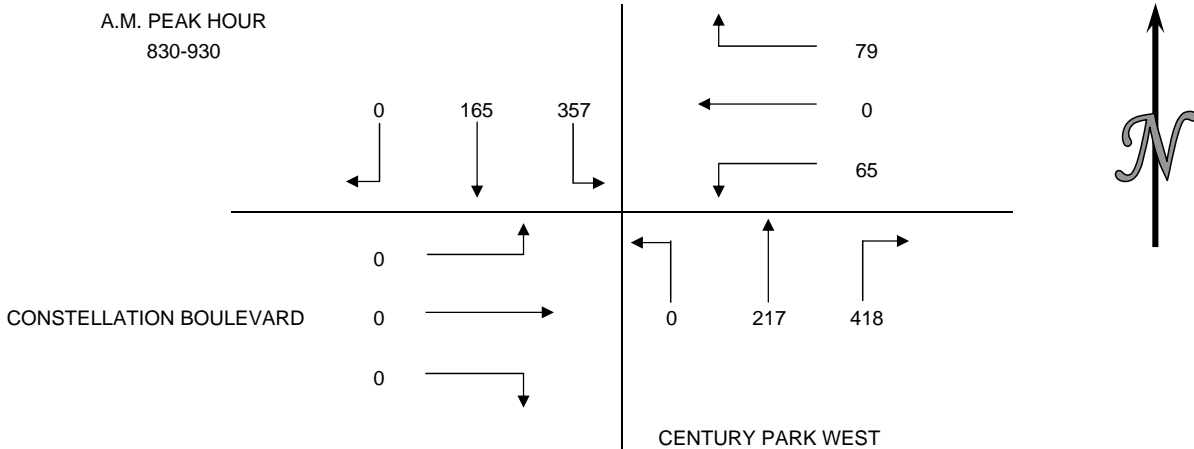
INTERSECTION

9

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTURY PARK WEST
 E/W CONSTELLATION BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	11	35	8	0	12	29	10	0	0	0	0	105
715-730	0	8	34	15	0	5	47	26	0	0	0	0	135
730-745	0	25	47	6	0	6	29	16	0	0	0	0	129
745-800	0	32	57	20	0	5	45	35	0	0	0	0	194
800-815	0	26	66	29	0	11	86	59	0	0	0	0	277
815-830	0	35	84	18	0	11	81	32	0	0	0	0	261
830-845	0	28	83	16	0	14	103	52	0	0	0	0	296
845-900	0	57	105	11	0	5	121	49	0	0	0	0	348
900-915	0	35	94	31	0	20	112	60	0	0	0	0	352
915-930	0	45	75	21	0	26	82	56	0	0	0	0	305
930-945	0	28	52	23	0	23	92	47	0	0	0	0	265
945-1000	0	33	60	37	0	28	81	51	0	0	0	0	290

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	76	173	49	0	28	150	87	0	0	0	0	563
715-815	0	91	204	70	0	27	207	136	0	0	0	0	735
730-830	0	118	254	73	0	33	241	142	0	0	0	0	861
745-845	0	121	290	83	0	41	315	178	0	0	0	0	1028
800-900	0	146	338	74	0	41	391	192	0	0	0	0	1182
815-915	0	155	366	76	0	50	417	193	0	0	0	0	1257
830-930	0	165	357	79	0	65	418	217	0	0	0	0	1301
845-945	0	165	326	86	0	74	407	212	0	0	0	0	1270
900-1000	0	141	281	112	0	97	367	214	0	0	0	0	1212



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

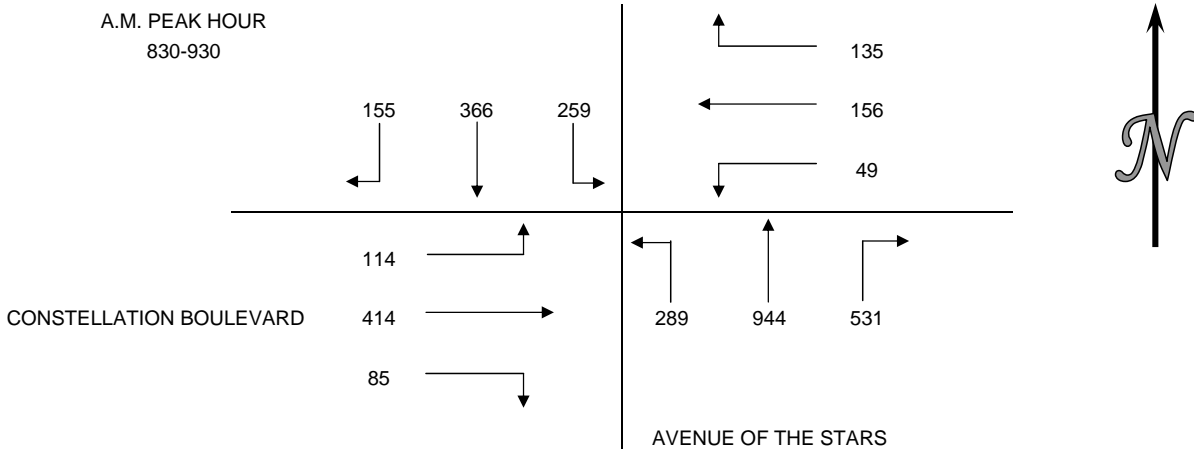
INTERSECTION

10

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S AVENUE OF THE STARS
 E/W CONSTELLATION BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	22	42	35	12	10	4	70	88	28	13	20	5	349
715-730	23	55	53	10	13	1	58	104	30	10	27	5	389
730-745	21	84	51	15	16	5	65	153	31	9	41	13	504
745-800	43	93	67	21	23	6	74	172	56	11	58	18	642
800-815	30	89	55	24	22	6	110	196	60	13	63	29	697
815-830	48	93	83	25	21	6	123	235	61	18	95	35	843
830-845	49	76	61	31	30	4	144	256	71	12	89	17	840
845-900	42	92	71	34	33	4	152	241	64	16	112	35	896
900-915	33	95	59	38	52	23	122	231	83	27	118	35	916
915-930	31	103	68	32	41	18	113	216	71	30	95	27	845
930-945	53	141	73	34	29	11	99	211	66	7	75	28	827
945-1000	53	115	50	39	29	6	71	160	55	13	60	30	681

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	109	274	206	58	62	16	267	517	145	43	146	41	1884
715-815	117	321	226	70	74	18	307	625	177	43	189	65	2232
730-830	142	359	256	85	82	23	372	756	208	51	257	95	2686
745-845	170	351	266	101	96	22	451	859	248	54	305	99	3022
800-900	169	350	270	114	106	20	529	928	256	59	359	116	3276
815-915	172	356	274	128	136	37	541	963	279	73	414	122	3495
830-930	155	366	259	135	156	49	531	944	289	85	414	114	3497
845-945	159	431	271	138	155	56	486	899	284	80	400	125	3484
900-1000	170	454	250	143	151	58	405	818	275	77	348	120	3269



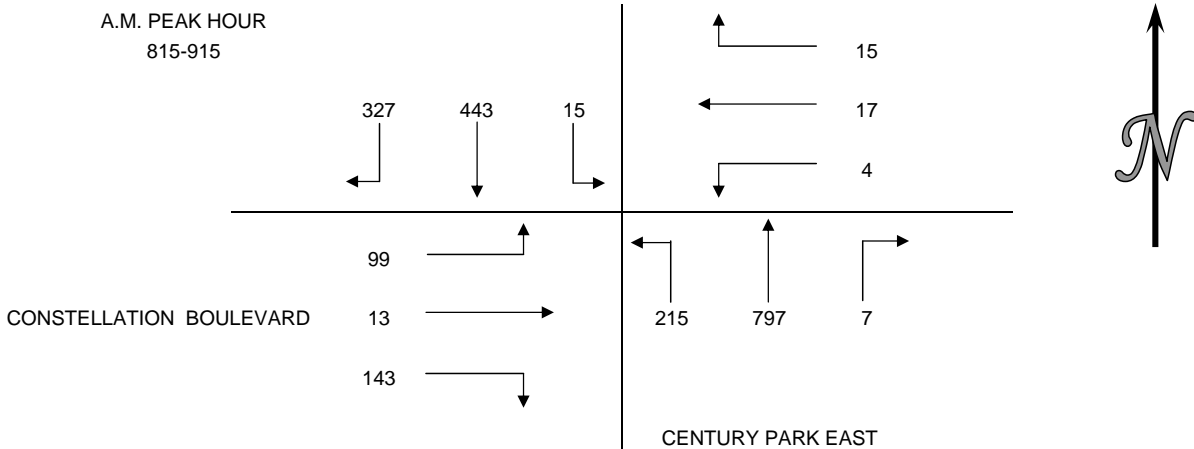
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

INTERSECTION

11

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTURY PARK EAST
 E/W CONSTELLATION BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	30	44	3	0	4	0	4	70	24	17	1	12	209
715-730	47	60	2	3	2	6	2	104	20	14	1	10	271
730-745	38	77	3	9	3	0	4	113	29	17	0	4	297
745-800	45	81	2	3	14	3	1	147	40	19	3	17	375
800-815	58	90	2	4	5	2	1	178	36	34	1	28	439
815-830	80	109	4	4	7	1	1	212	45	34	1	22	520
830-845	59	109	4	5	5	2	1	222	43	22	0	23	495
845-900	96	116	7	2	3	1	5	188	71	51	10	30	580
900-915	92	109	0	4	2	0	0	175	56	36	2	24	500
915-930	58	106	2	3	3	1	1	164	43	49	3	38	471
930-945	60	108	1	2	3	0	2	158	34	20	0	34	422
945-1000	42	77	1	1	0	1	1	107	35	28	3	19	315
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	160	262	10	15	23	9	11	434	113	67	5	43	1152
715-815	188	308	9	19	24	11	8	542	125	84	5	59	1382
730-830	221	357	11	20	29	6	7	650	150	104	5	71	1631
745-845	242	389	12	16	31	8	4	759	164	109	5	90	1829
800-900	293	424	17	15	20	6	8	800	195	141	12	103	2034
815-915	327	443	15	15	17	4	7	797	215	143	13	99	2095
830-930	305	440	13	14	13	4	7	749	213	158	15	115	2046
845-945	306	439	10	11	11	2	8	685	204	156	15	126	1973
900-1000	252	400	4	10	8	2	4	604	168	133	8	115	1708



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

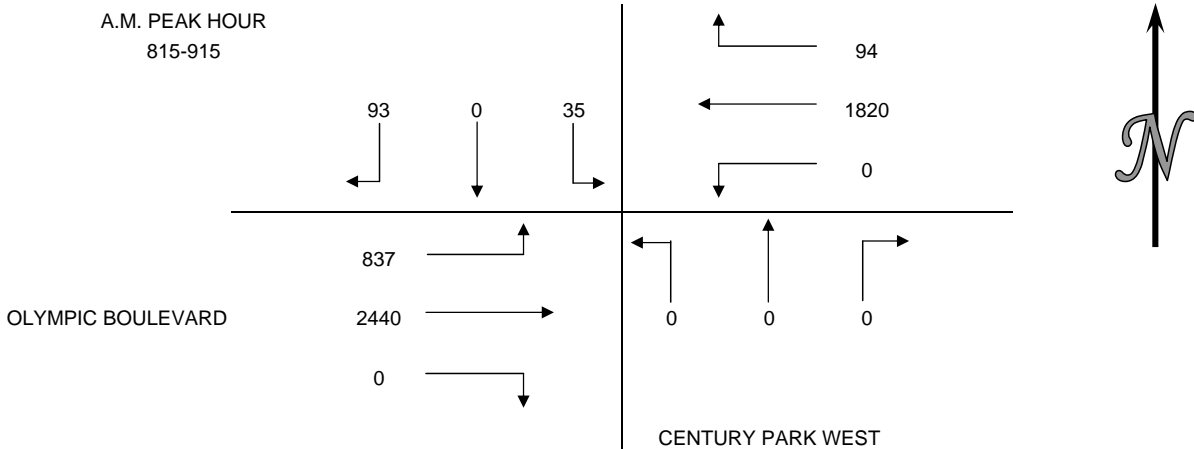
INTERSECTION

14

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: TUESDAY FEBRUARY 8, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTURY PARK WEST
 E/W OLYMPIC BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	13	0	11	6	329	0	0	0	0	0	128	35	522
715-730	8	0	0	18	365	0	0	0	0	0	229	51	671
730-745	19	0	1	13	494	0	0	0	0	0	335	82	944
745-800	29	0	13	17	492	0	0	0	0	0	432	90	1073
800-815	24	0	12	18	484	0	0	0	0	0	538	130	1206
815-830	21	0	8	15	482	0	0	0	0	0	578	221	1325
830-845	31	0	12	24	450	0	0	0	0	0	629	216	1362
845-900	27	0	9	25	456	0	0	0	0	0	626	193	1336
900-915	14	0	6	30	432	0	0	0	0	0	607	207	1296
915-930	31	0	14	28	424	0	0	0	0	0	576	159	1232
930-945	41	0	9	16	473	0	0	0	0	0	517	129	1185
945-1000	31	0	9	29	476	0	0	0	0	0	355	127	1027

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	69	0	25	54	1680	0	0	0	0	0	1124	258	3210
715-815	80	0	26	66	1835	0	0	0	0	0	1534	353	3894
730-830	93	0	34	63	1952	0	0	0	0	0	1883	523	4548
745-845	105	0	45	74	1908	0	0	0	0	0	2177	657	4966
800-900	103	0	41	82	1872	0	0	0	0	0	2371	760	5229
815-915	93	0	35	94	1820	0	0	0	0	0	2440	837	5319
830-930	103	0	41	107	1762	0	0	0	0	0	2438	775	5226
845-945	113	0	38	99	1785	0	0	0	0	0	2326	688	5049
900-1000	117	0	38	103	1805	0	0	0	0	0	2055	622	4740



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

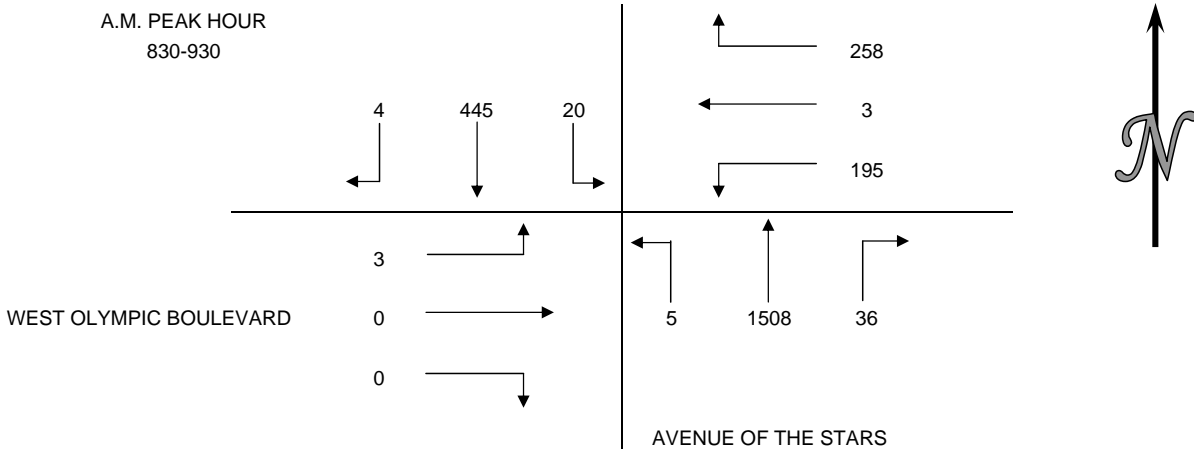
INTERSECTION

15

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S AVENUE OF THE STARS
 E/W WEST OLYMPIC BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	54	0	24	0	4	9	139	0	1	0	0	232
715-730	0	62	1	42	0	13	4	154	1	0	0	0	277
730-745	0	86	3	28	0	15	12	217	2	0	0	0	363
745-800	0	70	3	63	0	24	9	304	0	0	0	0	473
800-815	3	101	3	78	0	26	4	320	0	0	0	0	535
815-830	0	106	3	82	0	22	8	346	0	0	0	1	568
830-845	0	88	6	71	0	45	11	393	4	0	0	0	618
845-900	0	107	5	70	1	56	10	385	0	0	0	0	634
900-915	3	115	6	56	0	41	3	383	1	0	0	3	611
915-930	1	135	3	61	2	53	12	347	0	0	0	0	614
930-945	2	149	7	54	1	39	10	296	2	1	0	0	561
945-1000	0	115	10	40	2	43	9	228	0	0	0	0	447

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	1	272	7	157	0	56	34	814	3	1	0	0	1345
715-815	3	319	10	211	0	78	29	995	3	0	0	0	1648
730-830	3	363	12	251	0	87	33	1187	2	0	0	1	1939
745-845	3	365	15	294	0	117	32	1363	4	0	0	1	2194
800-900	3	402	17	301	1	149	33	1444	4	0	0	1	2355
815-915	3	416	20	279	1	164	32	1507	5	0	0	4	2431
830-930	4	445	20	258	3	195	36	1508	5	0	0	3	2477
845-945	6	506	21	241	4	189	35	1411	3	1	0	3	2420
900-1000	6	514	26	211	5	176	34	1254	3	1	0	3	2233



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

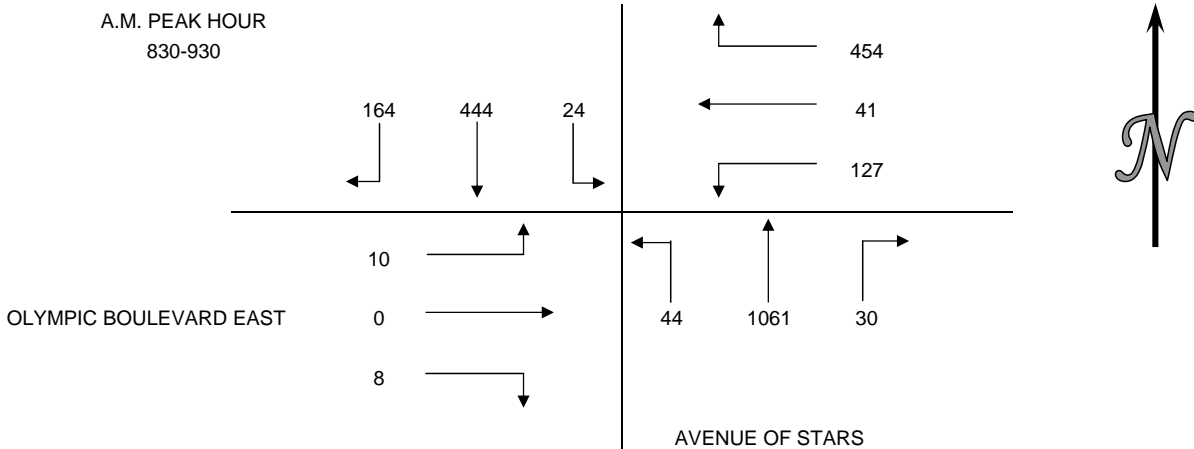
INTERSECTION

16

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S AVENUE OF STARS
 E/W OLYMPIC BOULEVARD EAST

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	8	54	3	29	1	5	1	123	4	0	0	1	229
715-730	19	55	1	22	2	3	4	151	1	1	0	1	260
730-745	20	66	6	41	5	9	5	188	3	1	0	4	348
745-800	20	74	5	58	2	11	8	222	7	0	1	1	409
800-815	31	88	6	92	10	10	3	232	9	3	0	1	485
815-830	23	108	7	114	1	25	11	243	6	0	1	1	540
830-845	34	95	5	133	7	32	10	295	7	0	0	5	623
845-900	28	118	8	113	7	17	5	240	15	1	0	2	554
900-915	52	100	3	87	16	37	6	281	9	5	0	1	597
915-930	50	131	8	121	11	41	9	245	13	2	0	2	633
930-945	33	152	5	88	7	17	16	202	7	1	0	2	530
945-1000	25	120	9	64	8	25	6	183	4	3	0	5	452

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	67	249	15	150	10	28	18	684	15	2	1	7	1246
715-815	90	283	18	213	19	33	20	793	20	5	1	7	1502
730-830	94	336	24	305	18	55	27	885	25	4	2	7	1782
745-845	108	365	23	397	20	78	32	992	29	3	2	8	2057
800-900	116	409	26	452	25	84	29	1010	37	4	1	9	2202
815-915	137	421	23	447	31	111	32	1059	37	6	1	9	2314
830-930	164	444	24	454	41	127	30	1061	44	8	0	10	2407
845-945	163	501	24	409	41	112	36	968	44	9	0	7	2314
900-1000	160	503	25	360	42	120	37	911	33	11	0	10	2212



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

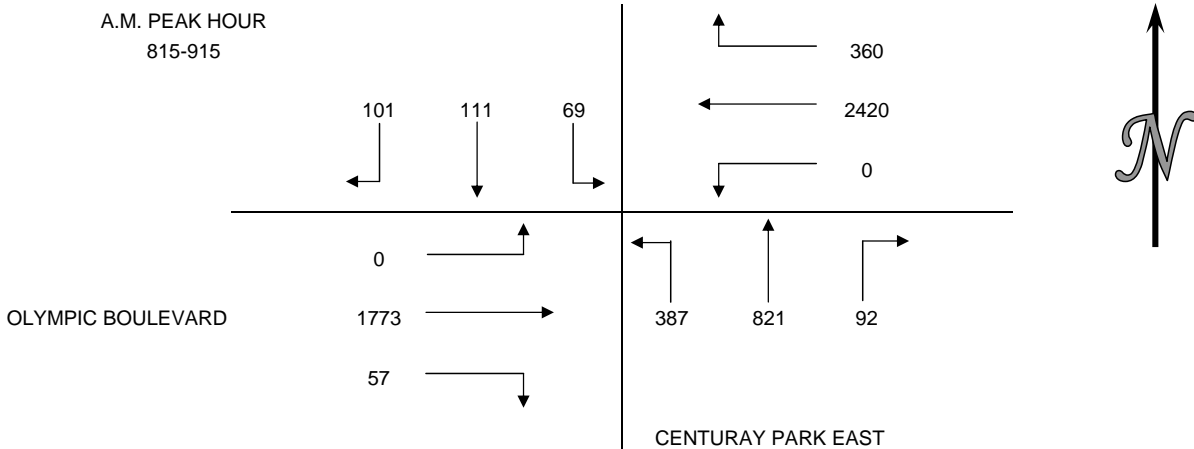
INTERSECTION

17

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 7:00 AM TO 10:00 AM
 INTERSECTION: N/S CENTURAY PARK EAST
 E/W OLYMPIC BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	10	21	11	47	357	0	10	66	37	4	208	1	772
715-730	17	16	8	30	403	0	11	72	23	7	234	0	821
730-745	17	20	21	46	500	0	15	83	52	8	288	0	1050
745-800	17	20	14	55	576	0	19	148	65	30	350	0	1294
800-815	21	18	13	65	498	0	10	176	72	8	434	0	1315
815-830	26	29	11	92	587	0	18	204	88	15	488	0	1558
830-845	20	32	16	76	575	0	28	228	106	10	440	0	1531
845-900	24	18	20	85	622	0	28	219	98	15	438	0	1567
900-915	31	32	22	107	636	0	18	170	95	17	407	0	1535
915-930	24	13	30	74	575	0	24	112	67	17	381	0	1317
930-945	29	33	26	72	607	0	23	145	58	16	424	0	1433
945-1000	30	28	15	77	523	0	14	99	39	18	337	0	1180

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	61	77	54	178	1836	0	55	369	177	49	1080	1	3937
715-815	72	74	56	196	1977	0	55	479	212	53	1306	0	4480
730-830	81	87	59	258	2161	0	62	611	277	61	1560	0	5217
745-845	84	99	54	288	2236	0	75	756	331	63	1712	0	5698
800-900	91	97	60	318	2282	0	84	827	364	48	1800	0	5971
815-915	101	111	69	360	2420	0	92	821	387	57	1773	0	6191
830-930	99	95	88	342	2408	0	98	729	366	59	1666	0	5950
845-945	108	96	98	338	2440	0	93	646	318	65	1650	0	5852
900-1000	114	106	93	330	2341	0	79	526	259	68	1549	0	5465



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

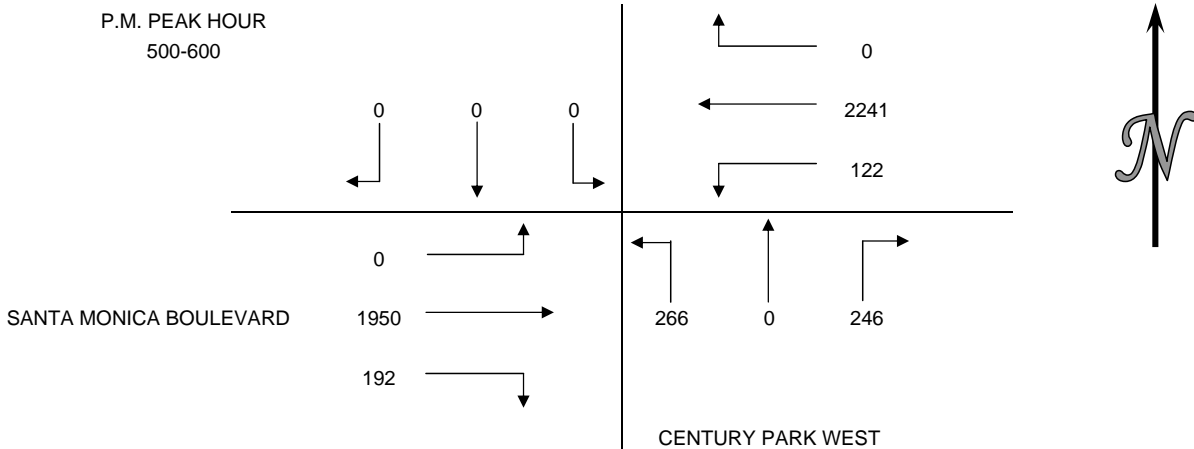
INTERSECTION

4

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: THURSDAY FEBRUARY 10, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTURY PARK WEST
 E/W SANTA MONICA BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	0	0	0	0	438	29	57	0	54	33	510	0	1121
315-330	0	0	0	0	584	31	49	0	58	29	468	0	1219
330-345	0	0	0	0	502	19	64	0	53	30	479	0	1147
345-400	0	0	0	0	525	24	53	0	78	35	463	0	1178
400-415	0	0	0	0	564	28	64	0	78	31	476	0	1241
415-430	0	0	0	0	520	32	50	0	53	37	407	0	1099
430-445	0	0	0	0	496	26	59	0	68	47	424	0	1120
445-500	0	0	0	0	474	24	48	0	78	65	425	0	1114
500-515	0	0	0	0	536	33	71	0	54	47	501	0	1242
515-530	0	0	0	0	565	23	55	0	73	49	467	0	1232
530-545	0	0	0	0	553	30	63	0	74	56	531	0	1307
545-600	0	0	0	0	587	36	57	0	65	40	451	0	1236

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	0	0	0	0	2049	103	223	0	243	127	1920	0	4665
315-415	0	0	0	0	2175	102	230	0	267	125	1886	0	4785
330-430	0	0	0	0	2111	103	231	0	262	133	1825	0	4665
345-445	0	0	0	0	2105	110	226	0	277	150	1770	0	4638
400-500	0	0	0	0	2054	110	221	0	277	180	1732	0	4574
415-515	0	0	0	0	2026	115	228	0	253	196	1757	0	4575
430-530	0	0	0	0	2071	106	233	0	273	208	1817	0	4708
445-545	0	0	0	0	2128	110	237	0	279	217	1924	0	4895
500-600	0	0	0	0	2241	122	246	0	266	192	1950	0	5017



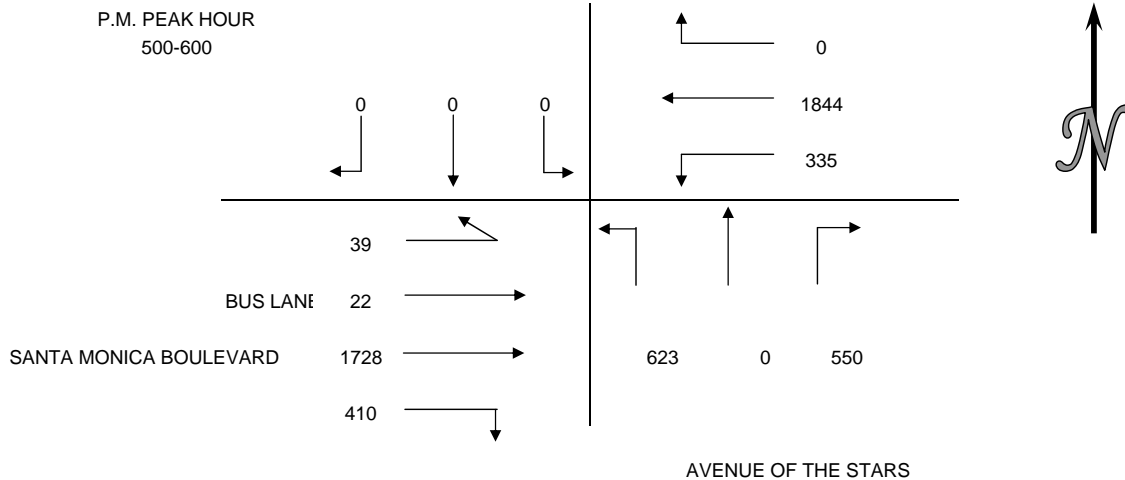
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

INTERSECTION

5

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: THURSDAY FEBRUARY 10, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S AVENUE OF THE STARS
 E/W SANTA MONICA BOULEVARD

15 MIN COUNTS														
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	11B EBTH	12U EBLT	TOTAL
300-315	0	0	0	0	415	60	81	0	108	101	474	2	14	1255
315-330	0	0	0	0	493	102	62	0	106	92	413	4	14	1286
330-345	0	0	0	0	394	82	90	0	87	96	428	4	18	1199
345-400	0	0	0	0	478	101	114	0	116	93	372	3	9	1286
400-415	0	0	0	0	426	106	71	0	108	105	423	2	17	1258
415-430	0	0	0	0	442	82	95	0	123	78	368	5	11	1204
430-445	0	0	0	0	378	64	104	0	116	84	397	3	7	1153
445-500	0	0	0	0	402	68	91	0	123	87	409	1	4	1185
500-515	0	0	0	0	429	74	128	0	138	104	431	4	13	1321
515-530	0	0	0	0	465	95	120	0	161	109	409	3	9	1371
530-545	0	0	0	0	442	78	171	0	156	105	453	1	10	1416
545-600	0	0	0	0	508	88	131	0	168	92	435	1	7	1430
HOUR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	11B EBTH	12U EBLT	TOTAL
300-400	0	0	0	0	1780	345	347	0	417	382	1687	13	55	5026
315-415	0	0	0	0	1791	391	337	0	417	386	1636	13	58	5029
330-430	0	0	0	0	1740	371	370	0	434	372	1591	14	55	4947
345-445	0	0	0	0	1724	353	384	0	463	360	1560	13	44	4901
400-500	0	0	0	0	1648	320	361	0	470	354	1597	11	39	4800
415-515	0	0	0	0	1651	288	418	0	500	353	1605	13	35	4863
430-530	0	0	0	0	1674	301	443	0	538	384	1646	11	33	5030
445-545	0	0	0	0	1738	315	510	0	578	405	1702	9	36	5293
500-600	0	0	0	0	1844	335	550	0	623	410	1728	9	39	5538



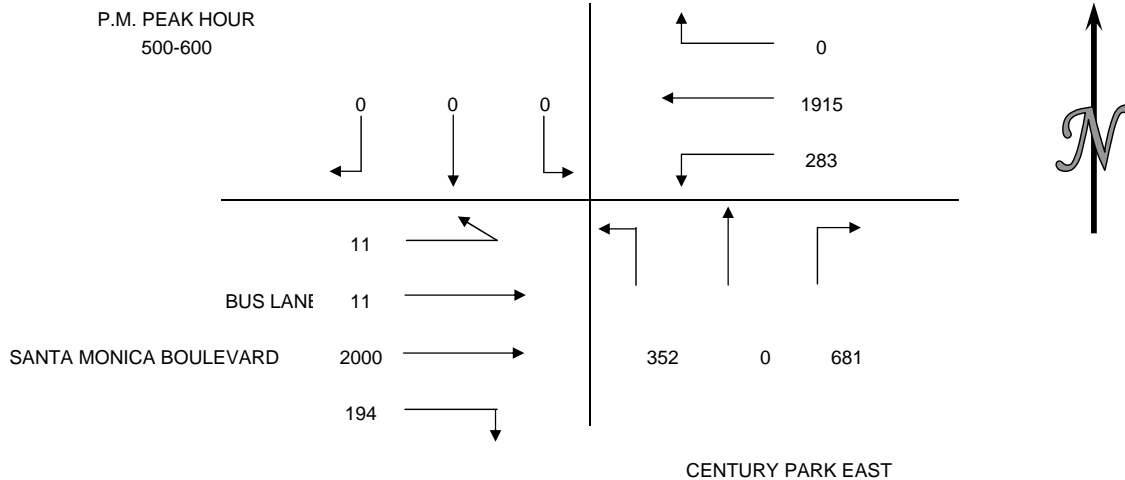
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

INTERSECTION

6

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: THURSDAY FEBRUARY 10, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTURY PARK EAST
 E/W SANTA MONICA BOULEVARD

15 MIN COUNTS														
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	11B EBTH	12U EBUT	TOTAL
300-315	0	0	0	0	463	159	84	0	58	60	471	4	7	1306
315-330	0	0	0	0	467	189	79	0	69	61	432	4	4	1305
330-345	0	0	0	0	459	177	106	0	68	80	460	2	10	1362
345-400	0	0	0	0	411	127	105	0	56	74	414	3	5	1195
400-415	0	0	0	0	514	135	111	0	66	52	440	1	5	1324
415-430	0	0	0	0	406	99	133	0	50	63	419	4	6	1180
430-445	0	0	0	0	387	116	113	0	62	82	430	3	9	1202
445-500	0	0	0	0	408	94	133	0	80	69	485	1	6	1276
500-515	0	0	0	0	437	71	144	0	79	54	453	4	5	1247
515-530	0	0	0	0	427	57	190	0	81	54	531	2	2	1344
530-545	0	0	0	0	504	62	218	0	105	48	494	2	4	1437
545-600	0	0	0	0	547	93	129	0	87	38	522	3	0	1419
HOUR TOTALS														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	11B EBTH	12U EBUT	TOTAL
300-400	0	0	0	0	1800	652	374	0	251	275	1777	13	26	5168
315-415	0	0	0	0	1851	628	401	0	259	267	1746	10	24	5186
330-430	0	0	0	0	1790	538	455	0	240	269	1733	10	26	5061
345-445	0	0	0	0	1718	477	462	0	234	271	1703	11	25	4901
400-500	0	0	0	0	1715	444	490	0	258	266	1774	9	26	4982
415-515	0	0	0	0	1638	380	523	0	271	268	1787	12	26	4905
430-530	0	0	0	0	1659	338	580	0	302	259	1899	10	22	5069
445-545	0	0	0	0	1776	284	685	0	345	225	1963	9	17	5304
500-600	0	0	0	0	1915	283	681	0	352	194	2000	11	11	5447



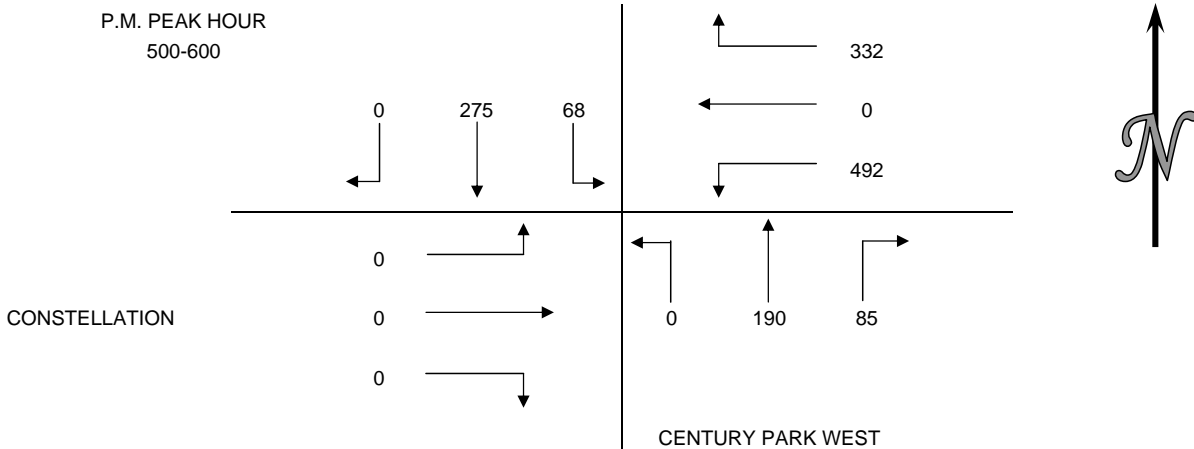
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

INTERSECTION

9

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTURY PARK WEST
 E/W CONSTELLATION

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	0	47	19	55	0	73	34	50	0	0	0	0	278
315-330	0	40	18	67	0	81	28	34	0	0	0	0	268
330-345	0	33	23	52	0	64	20	35	0	0	0	0	227
345-400	0	49	21	82	0	75	38	38	0	0	0	0	303
400-415	0	58	17	81	0	94	31	36	0	0	0	0	317
415-430	0	56	18	51	0	80	25	41	0	0	0	0	271
430-445	0	59	24	77	0	110	17	44	0	0	0	0	331
445-500	0	60	10	58	0	88	25	24	0	0	0	0	265
500-515	0	68	16	88	0	124	25	40	0	0	0	0	361
515-530	0	76	23	82	0	117	22	46	0	0	0	0	366
530-545	0	59	12	92	0	146	18	57	0	0	0	0	384
545-600	0	72	17	70	0	105	20	47	0	0	0	0	331
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	0	169	81	256	0	293	120	157	0	0	0	0	1076
315-415	0	180	79	282	0	314	117	143	0	0	0	0	1115
330-430	0	196	79	266	0	313	114	150	0	0	0	0	1118
345-445	0	222	80	291	0	359	111	159	0	0	0	0	1222
400-500	0	233	69	267	0	372	98	145	0	0	0	0	1184
415-515	0	243	68	274	0	402	92	149	0	0	0	0	1228
430-530	0	263	73	305	0	439	89	154	0	0	0	0	1323
445-545	0	263	61	320	0	475	90	167	0	0	0	0	1376
500-600	0	275	68	332	0	492	85	190	0	0	0	0	1442



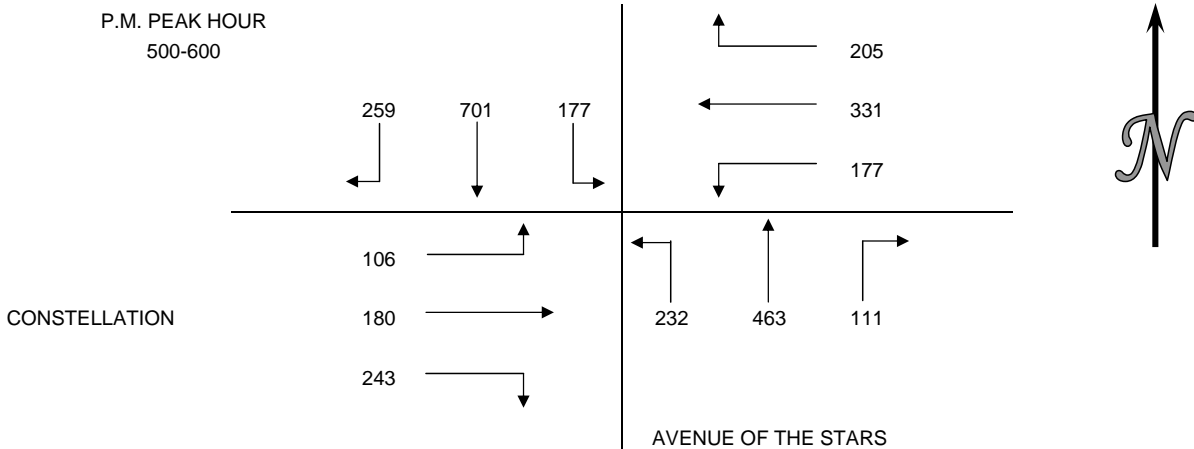
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

INTERSECTION

10

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S AVENUE OF THE STARS
 E/W CONSTELLATION

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	45	151	29	24	44	23	26	132	55	47	35	19	630
315-330	36	130	32	32	44	17	25	129	46	31	23	16	561
330-345	27	120	30	18	43	19	32	115	42	37	34	20	537
345-400	53	125	33	23	34	18	22	130	64	44	40	16	602
400-415	73	144	30	34	53	22	29	125	51	33	33	19	646
415-430	51	124	34	23	40	27	23	112	44	42	39	12	571
430-445	55	136	29	32	58	38	29	104	47	43	37	18	626
445-500	50	142	26	36	47	26	20	119	55	37	28	11	597
500-515	61	171	46	54	79	47	35	104	53	60	46	26	782
515-530	47	179	41	45	73	39	24	112	61	63	30	20	734
530-545	76	192	37	50	88	56	32	111	45	59	50	36	832
545-600	75	159	53	56	91	35	20	136	73	61	54	24	837
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	161	526	124	97	165	77	105	506	207	159	132	71	2330
315-415	189	519	125	107	174	76	108	499	203	145	130	71	2346
330-430	204	513	127	98	170	86	106	482	201	156	146	67	2356
345-445	232	529	126	112	185	105	103	471	206	162	149	65	2445
400-500	229	546	119	125	198	113	101	460	197	155	137	60	2440
415-515	217	573	135	145	224	138	107	439	199	182	150	67	2576
430-530	213	628	142	167	257	150	108	439	216	203	141	75	2739
445-545	234	684	150	185	287	168	111	446	214	219	154	93	2945
500-600	259	701	177	205	331	177	111	463	232	243	180	106	3185



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

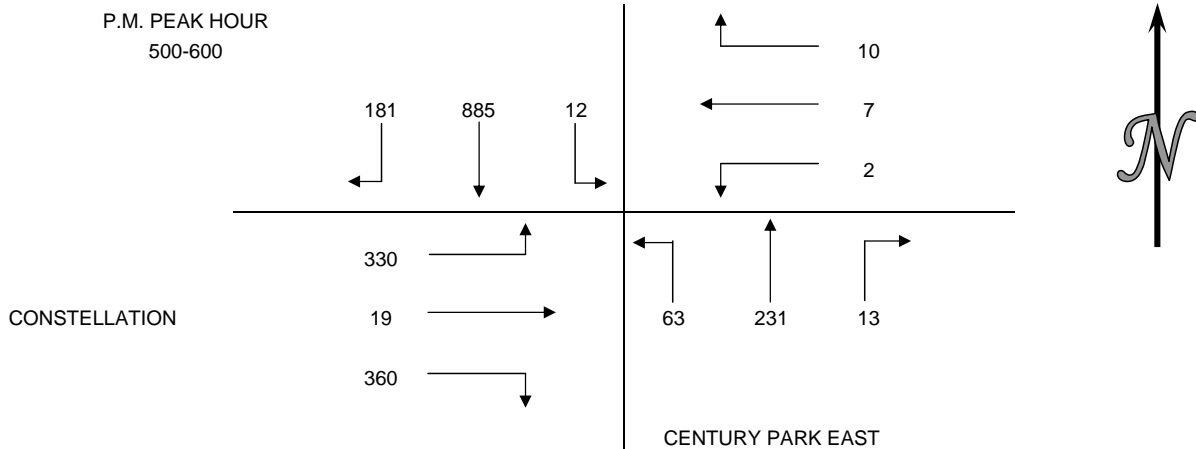
INTERSECTION

11

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTURY PARK EAST
 E/W CONSTELLATION

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	38	108	0	0	2	0	4	68	16	71	3	41	351
315-330	29	135	2	1	2	2	5	81	24	60	1	28	370
330-345	24	132	3	2	1	0	5	77	24	63	1	35	367
345-400	34	135	1	5	0	0	2	83	21	60	0	36	377
400-415	24	141	1	4	5	0	0	96	26	72	2	43	414
415-430	24	150	1	1	1	1	0	59	17	55	2	49	360
430-445	28	165	3	0	0	0	1	62	26	82	4	56	427
445-500	21	147	3	0	4	3	3	55	12	66	1	75	390
500-515	49	197	0	3	4	0	1	69	19	105	5	92	544
515-530	64	265	7	1	0	0	2	52	12	63	0	76	542
530-545	25	228	1	3	1	2	3	56	17	105	3	92	536
545-600	43	195	4	3	2	0	7	54	15	87	11	70	491

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	125	510	6	8	5	2	16	309	85	254	5	140	1465
315-415	111	543	7	12	8	2	12	337	95	255	4	142	1528
330-430	106	558	6	12	7	1	7	315	88	250	5	163	1518
345-445	110	591	6	10	6	1	3	300	90	269	8	184	1578
400-500	97	603	8	5	10	4	4	272	81	275	9	223	1591
415-515	122	659	7	4	9	4	5	245	74	308	12	272	1721
430-530	162	774	13	4	8	3	7	238	69	316	10	299	1903
445-545	159	837	11	7	9	5	9	232	60	339	9	335	2012
500-600	181	885	12	10	7	2	13	231	63	360	19	330	2113



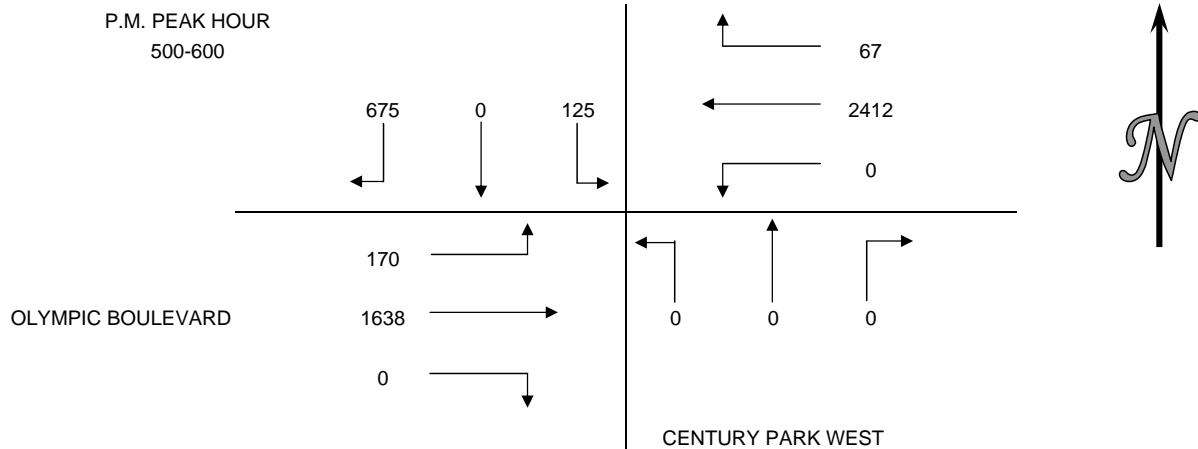
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

INTERSECTION

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: TUESDAY FEBRUARY 8, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTURY PARK WEST
 E/W OLYMPIC BOULEVARD

14

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	115	0	30	14	455	0	0	0	0	0	381	65	1060
315-330	90	0	17	18	506	0	0	0	0	0	390	41	1062
330-345	82	0	32	15	512	0	0	0	0	0	450	65	1156
345-400	106	0	22	20	500	0	0	0	0	0	353	56	1057
400-415	133	0	28	21	534	0	0	0	0	0	420	38	1174
415-430	105	0	26	12	532	0	0	0	0	0	449	61	1185
430-445	145	0	25	14	568	0	0	0	0	0	428	41	1221
445-500	130	0	24	11	543	0	0	0	0	0	405	52	1165
500-515	199	0	28	12	607	0	0	0	0	0	422	30	1298
515-530	148	0	35	19	668	0	0	0	0	0	400	31	1301
530-545	157	0	27	15	543	0	0	0	0	0	434	64	1240
545-600	171	0	35	21	594	0	0	0	0	0	382	45	1248
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	393	0	101	67	1973	0	0	0	0	0	1574	227	4335
315-415	411	0	99	74	2052	0	0	0	0	0	1613	200	4449
330-430	426	0	108	68	2078	0	0	0	0	0	1672	220	4572
345-445	489	0	101	67	2134	0	0	0	0	0	1650	196	4637
400-500	513	0	103	58	2177	0	0	0	0	0	1702	192	4745
415-515	579	0	103	49	2250	0	0	0	0	0	1704	184	4869
430-530	622	0	112	56	2386	0	0	0	0	0	1655	154	4985
445-545	634	0	114	57	2361	0	0	0	0	0	1661	177	5004
500-600	675	0	125	67	2412	0	0	0	0	0	1638	170	5087



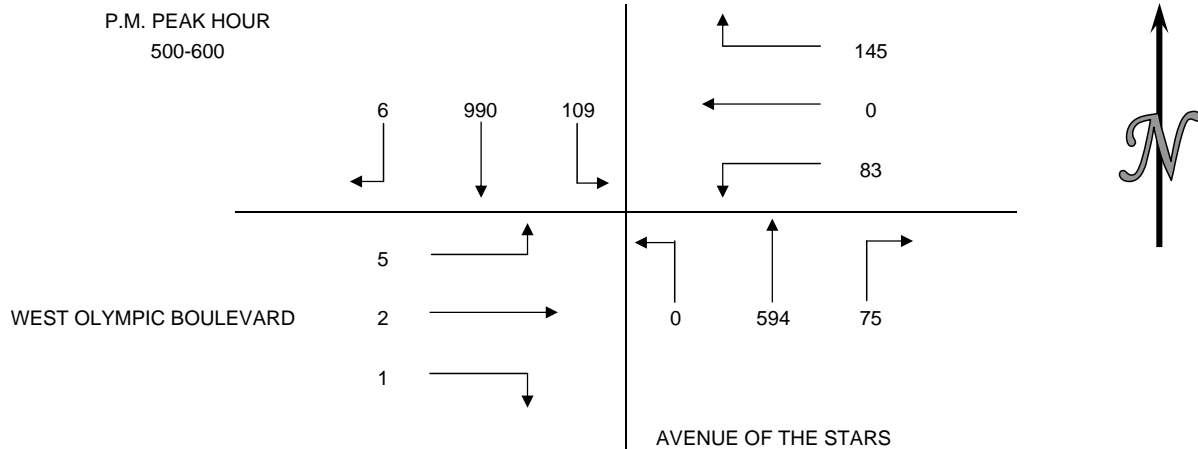
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

INTERSECTION

15

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S AVENUE OF THE STARS
 E/W WEST OLYMPIC BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	2	200	26	51	0	24	21	149	0	2	1	1	477
315-330	0	154	13	39	0	17	11	145	0	1	0	2	382
330-345	1	139	19	28	0	23	17	132	2	2	0	1	364
345-400	0	175	23	40	0	27	9	148	0	0	0	1	423
400-415	2	190	26	44	0	38	14	174	1	3	0	0	492
415-430	0	166	15	32	0	18	10	143	0	3	0	0	387
430-445	0	181	35	39	3	25	18	152	1	0	0	2	456
445-500	1	208	20	40	1	29	15	122	0	2	0	1	439
500-515	1	238	19	45	0	29	16	157	0	0	0	3	508
515-530	0	257	31	40	0	22	18	139	0	1	1	1	510
530-545	1	255	35	24	0	15	16	147	0	0	1	1	495
545-600	4	240	24	36	0	17	25	151	0	0	0	0	497
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	3	668	81	158	0	91	58	574	2	5	1	5	1646
315-415	3	658	81	151	0	105	51	599	3	6	0	4	1661
330-430	3	670	83	144	0	106	50	597	3	8	0	2	1666
345-445	2	712	99	155	3	108	51	617	2	6	0	3	1758
400-500	3	745	96	155	4	110	57	591	2	8	0	3	1774
415-515	2	793	89	156	4	101	59	574	1	5	0	6	1790
430-530	2	884	105	164	4	105	67	570	1	3	1	7	1913
445-545	3	958	105	149	1	95	65	565	0	3	2	6	1952
500-600	6	990	109	145	0	83	75	594	0	1	2	5	2010



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

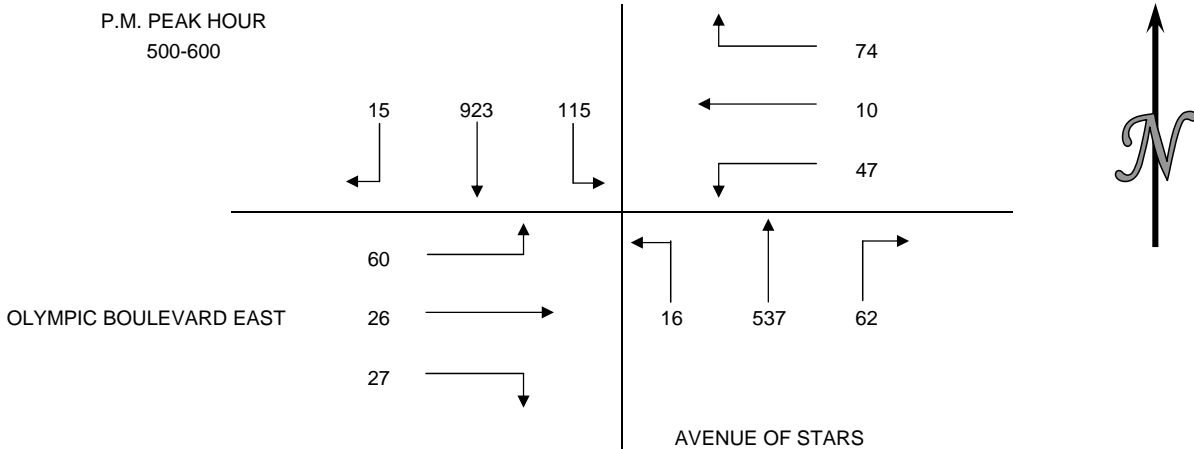
INTERSECTION

16

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S AVENUE OF STARS
 E/W OLYMPIC BOULEVARD EAST

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	10	184	23	21	0	10	16	127	3	1	2	10	407
315-330	7	141	12	12	1	4	10	139	3	8	1	3	341
330-345	3	147	22	21	3	8	10	130	5	6	1	4	360
345-400	7	173	15	19	1	13	8	127	3	4	2	2	374
400-415	5	188	33	20	1	4	17	154	2	8	5	8	445
415-430	5	190	21	19	1	10	11	121	3	6	3	4	394
430-445	2	188	18	21	1	11	10	134	6	4	4	11	410
445-500	4	200	20	18	1	9	8	114	2	4	8	6	394
500-515	10	242	34	18	5	8	18	126	5	9	8	16	499
515-530	2	221	28	16	2	10	17	123	1	5	9	13	447
530-545	1	257	29	15	2	16	10	137	7	7	6	16	503
545-600	2	203	24	25	1	13	17	151	3	6	3	15	463

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	27	645	72	73	5	35	44	523	14	19	6	19	1482
315-415	22	649	82	72	6	29	45	550	13	26	9	17	1520
330-430	20	698	91	79	6	35	46	532	13	24	11	18	1573
345-445	19	739	87	79	4	38	46	536	14	22	14	25	1623
400-500	16	766	92	78	4	34	46	523	13	22	20	29	1643
415-515	21	820	93	76	8	38	47	495	16	23	23	37	1697
430-530	18	851	100	73	9	38	53	497	14	22	29	46	1750
445-545	17	920	111	67	10	43	53	500	15	25	31	51	1843
500-600	15	923	115	74	10	47	62	537	16	27	26	60	1912



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

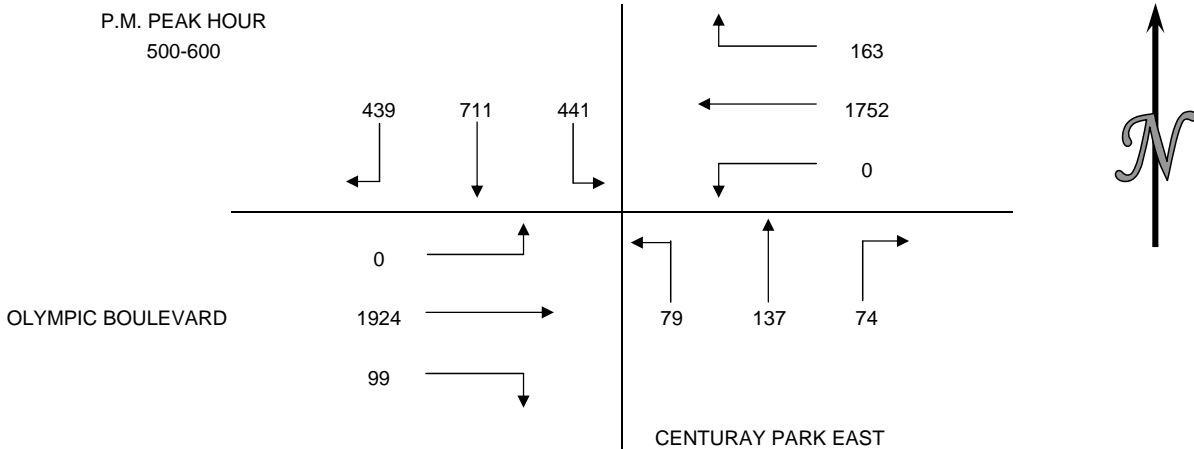
INTERSECTION

17

CLIENT: GIBSON TRANSPORTATION CONSULTANTS
 PROJECT: CENTURY CITY TRAFFIC COUNTS
 DATE: WEDNESDAY FEBRUARY 9, 2011
 PERIOD: 3:00 PM TO 6:00 PM
 INTERSECTION: N/S CENTURAY PARK EAST
 E/W OLYMPIC BOULEVARD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	55	62	68	47	364	0	26	41	17	23	361	0	1064
315-330	51	68	58	33	331	0	18	58	15	27	381	0	1040
330-345	68	82	84	45	379	0	25	63	18	20	419	0	1203
345-400	59	66	70	47	366	0	17	62	16	26	443	0	1172
400-415	86	87	82	40	372	1	21	57	20	34	486	0	1286
415-430	86	96	98	37	399	0	27	43	10	18	430	0	1244
430-445	101	87	98	45	452	0	17	36	17	21	512	0	1386
445-500	95	104	87	43	432	0	10	27	7	23	439	0	1267
500-515	122	174	104	55	416	0	23	33	12	25	445	0	1409
515-530	100	156	112	40	474	0	19	32	22	26	524	0	1505
530-545	104	192	135	22	405	0	17	28	24	24	487	0	1438
545-600	113	189	90	46	457	0	15	44	21	24	468	0	1467

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	233	278	280	172	1440	0	86	224	66	96	1604	0	4479
315-415	264	303	294	165	1448	1	81	240	69	107	1729	0	4701
330-430	299	331	334	169	1516	1	90	225	64	98	1778	0	4905
345-445	332	336	348	169	1589	1	82	198	63	99	1871	0	5088
400-500	368	374	365	165	1655	1	75	163	54	96	1867	0	5183
415-515	404	461	387	180	1699	0	77	139	46	87	1826	0	5306
430-530	418	521	401	183	1774	0	69	128	58	95	1920	0	5567
445-545	421	626	438	160	1727	0	69	120	65	98	1895	0	5619
500-600	439	711	441	163	1752	0	74	137	79	99	1924	0	5819



APPENDIX C EXISTING LEVEL OF SERVICE CONDITIONS

APPENDIX C EXISTING LEVEL OF SERVICE CONDITIONS

HCM Signalized Intersection Capacity Analysis
1: Century Park East & Santa Monica Blvd

Existing Conditions - 2015
AM Peak Hour



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	8	1556	668	956	1987	132	249
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.86	1.00	0.97	0.86	0.97	0.88
Frbp, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1118	4047	971	2168	4047	2168	1760
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1118	4047	971	2168	4047	2168	1760
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	8	1604	689	986	2048	136	257
RTOR Reduction (vph)	0	0	62	0	0	0	192
Lane Group Flow (vph)	8	1604	627	986	2048	136	65
Confl. Peds. (#/hr)			33	33			38
Confl. Bikes (#/hr)			14				1
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	Over
Protected Phases	1	6	4	3	2 3	4	3
Permitted Phases			6				
Actuated Green, G (s)	1.0	31.0	59.1	29.0	66.0	28.1	29.0
Effective Green, g (s)	2.0	33.0	64.9	28.0	68.0	31.0	28.0
Actuated g/C Ratio	0.02	0.30	0.59	0.25	0.62	0.28	0.25
Clearance Time (s)	5.0	6.0	6.9	3.0		6.9	3.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	20	1214	572	551	2501	610	448
v/s Ratio Prot	c0.01	c0.40	c0.31	c0.45	0.51	0.06	0.04
v/s Ratio Perm			0.34				
v/c Ratio	0.40	1.32	1.10	1.79	0.82	0.22	0.15
Uniform Delay, d1	53.4	38.5	22.5	41.0	16.2	30.3	31.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.6	150.4	66.6	362.5	2.2	0.2	0.2
Delay (s)	66.0	188.9	89.2	403.5	18.4	30.5	31.9
Level of Service	E	F	F	F	B	C	C
Approach Delay (s)		158.6			143.6	31.4	
Approach LOS		F			F	C	

Intersection Summary			
HCM 2000 Control Delay	141.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	118.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: Century Park East & Constellation Blvd/Dwy

Existing Conditions - 2015

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖↖		↖		↖	↑↑↑		↖	↑↑	↖
Volume (vph)	101	14	146	0	18	21	220	814	8	16	452	334
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	0.88		1.00		1.00	0.91		1.00	0.95	1.00
Flt	1.00	1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1504	1524	2493		1544		1583	4543		1583	3167	1417
Flt Permitted	0.95	0.96	1.00		1.00		0.39	1.00		0.23	1.00	1.00
Satd. Flow (perm)	1504	1524	2493		1544		653	4543		376	3167	1417
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	115	16	166	0	20	24	250	925	9	18	514	380
RTOR Reduction (vph)	0	0	136	0	21	0	0	1	0	0	0	289
Lane Group Flow (vph)	57	74	30	0	23	0	250	933	0	18	514	91
Turn Type	Split	NA	custom		NA		pm+pt	NA		Perm	NA	Over
Protected Phases	4	4	7 1		3		1	6			2	4
Permitted Phases							6			2		
Actuated Green, G (s)	21.0	21.0	15.1		9.7		40.5	35.5		35.5	35.5	21.0
Effective Green, g (s)	21.6	21.6	16.3		10.7		40.5	36.7		36.7	36.7	21.6
Actuated g/C Ratio	0.24	0.24	0.18		0.12		0.45	0.41		0.41	0.41	0.24
Clearance Time (s)	4.6	4.6			5.0		4.0	5.2		5.2	5.2	4.6
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.4		3.2	3.2	3.0
Lane Grp Cap (vph)	360	365	451		183		345	1852		153	1291	340
v/s Ratio Prot	0.04	0.05	0.01		c0.01		c0.04	0.21			0.16	c0.06
v/s Ratio Perm							c0.29			0.05		
v/c Ratio	0.16	0.20	0.07		0.12		0.72	0.50		0.12	0.40	0.27
Uniform Delay, d1	27.0	27.3	30.5		35.5		19.3	19.9		16.6	18.8	27.8
Progression Factor	0.76	0.77	1.49		1.00		1.78	1.56		1.00	1.00	1.00
Incremental Delay, d2	0.7	0.9	0.0		0.3		4.6	0.6		1.6	0.9	1.9
Delay (s)	21.3	21.9	45.5		35.8		39.1	31.6		18.1	19.8	29.7
Level of Service	C	C	D		D		D	C		B	B	C
Approach Delay (s)		35.0			35.8			33.2			23.9	
Approach LOS		C			D			C			C	

Intersection Summary

HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Century Park East & Olympic Blvd

Existing Conditions - 2015

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑		↘	↑↑↑		↘	↑↑	↗
Volume (vph)	0	1809	59	0	2469	368	395	838	94	71	114	104
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00		0.86		0.97	0.91		0.97	0.95	0.88
Frt		1.00	0.85		0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected		1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		4550	1417		5622		3072	4481		3072	3167	2493
Flt Permitted		1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		4550	1417		5622		3072	4481		3072	3167	2493
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	1846	60	0	2519	376	403	855	96	72	116	106
RTOR Reduction (vph)	0	0	25	0	27	0	0	15	0	0	0	58
Lane Group Flow (vph)	0	1846	35	0	2868	0	403	936	0	72	116	48
Turn Type		NA	pm+ov		NA		Prot	NA		Prot	NA	Perm
Protected Phases		6	3		2		3	8		7	4	
Permitted Phases			6									4
Actuated Green, G (s)		40.1	52.1		40.1		12.0	28.7		6.4	23.1	23.1
Effective Green, g (s)		41.6	52.1		41.6		12.0	30.0		6.4	24.4	24.4
Actuated g/C Ratio		0.46	0.58		0.46		0.13	0.33		0.07	0.27	0.27
Clearance Time (s)		5.5	4.0		5.5		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		4.9	3.0		5.2		3.0	5.1		3.0	5.1	5.1
Lane Grp Cap (vph)		2103	820		2598		409	1493		218	858	675
v/s Ratio Prot		0.41	0.01		c0.51		c0.13	c0.21		0.02	0.04	
v/s Ratio Perm			0.02									0.02
v/c Ratio		0.88	0.04		1.10		0.99	0.63		0.33	0.14	0.07
Uniform Delay, d1		21.9	8.2		24.2		38.9	25.3		39.8	24.8	24.4
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.54	0.45	0.16
Incremental Delay, d2		5.6	0.0		53.2		40.3	2.0		0.9	0.1	0.1
Delay (s)		27.5	8.2		77.4		79.2	27.3		62.2	11.4	3.9
Level of Service		C	A		E		E	C		E	B	A
Approach Delay (s)		26.9			77.4			42.7			21.2	
Approach LOS		C			E			D			C	

Intersection Summary

HCM 2000 Control Delay	52.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
4: Ave of the Stars & Santa Monica Blvd

Existing Conditions - 2015
AM Peak Hour



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	27	1952	661	634	1486	233	287
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0	4.0	6.0	3.3	4.0	6.0
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91	0.94	0.88
Frbp, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1118	4047	949	2168	3212	3152	1760
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1118	4047	949	2168	3212	3152	1760
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	27	1972	668	640	1501	235	290
RTOR Reduction (vph)	0	0	93	0	0	0	225
Lane Group Flow (vph)	27	1972	575	640	1501	235	65
Confl. Peds. (#/hr)			55	55		1	111
Confl. Bikes (#/hr)			15				7
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	Over
Protected Phases	1	6	4	3	3 2	4	3
Permitted Phases			6				
Actuated Green, G (s)	4.2	37.1	64.2	27.0	70.8	27.1	27.0
Effective Green, g (s)	5.2	39.8	70.0	27.0	69.5	30.0	27.0
Actuated g/C Ratio	0.04	0.33	0.58	0.22	0.58	0.25	0.22
Clearance Time (s)	5.0	6.7	6.9	6.0		6.9	6.0
Vehicle Extension (s)	3.0	5.0	5.0	3.0		5.0	3.0
Lane Grp Cap (vph)	48	1342	553	487	1860	788	396
v/s Ratio Prot	c0.02	c0.49	c0.26	c0.30	0.47	0.07	0.04
v/s Ratio Perm			0.35				
v/c Ratio	0.56	1.47	1.04	1.31	0.81	0.30	0.16
Uniform Delay, d1	56.3	40.1	25.0	46.5	20.0	36.5	37.4
Progression Factor	0.50	1.33	2.56	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	211.6	23.5	155.4	2.7	0.4	0.2
Delay (s)	29.5	264.8	87.5	201.9	22.6	36.9	37.6
Level of Service	C	F	F	F	C	D	D
Approach Delay (s)		218.0			76.2	37.3	
Approach LOS		F			E	D	

Intersection Summary

HCM 2000 Control Delay	143.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	107.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Ave of the Stars & Constellation Blvd

Existing Conditions - 2015

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	423	87	50	160	138	295	964	542	265	374	159
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.5	4.0	2.0	4.5	4.5	4.0	4.5	3.0	4.0	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	
Frbp, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.92	1.00	1.00	0.94	1.00	0.97	
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1552	3167	1362	1565	3167	1307	3072	4550	1330	3072	4217	
Flt Permitted	0.44	1.00	1.00	0.48	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	719	3167	1362	791	3167	1307	3072	4550	1330	3072	4217	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	131	475	98	56	180	155	331	1083	609	298	420	179
RTOR Reduction (vph)	0	0	60	0	0	102	0	0	80	0	86	0
Lane Group Flow (vph)	131	475	38	56	180	53	331	1083	529	298	513	0
Confl. Peds. (#/hr)	69		51	51		69	66		76	76		66
Confl. Bikes (#/hr)			2						2			5
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6	3	5	2		3	8	5	7	4	
Permitted Phases	6		6	2		2			8			
Actuated Green, G (s)	21.9	21.9	34.5	31.7	29.2	29.2	12.6	21.0	37.3	12.3	20.7	
Effective Green, g (s)	21.4	23.4	34.5	33.2	30.7	30.7	12.6	21.5	38.3	12.3	21.2	
Actuated g/C Ratio	0.24	0.26	0.38	0.37	0.34	0.34	0.14	0.24	0.43	0.14	0.24	
Clearance Time (s)	3.5	6.0	4.0	3.5	6.0	6.0	4.0	5.0	3.5	4.0	5.0	
Vehicle Extension (s)	3.0	4.3	3.0	3.0	4.3	4.3	3.0	5.0	3.0	3.0	4.3	
Lane Grp Cap (vph)	249	823	522	444	1080	445	430	1086	610	419	993	
v/s Ratio Prot	0.05	c0.15	0.01	0.02	0.06		0.11	c0.24	c0.16	c0.10	0.12	
v/s Ratio Perm	0.08		0.02	0.02		0.04			0.24			
v/c Ratio	0.53	0.58	0.07	0.13	0.17	0.12	0.77	1.00	0.87	0.71	0.52	
Uniform Delay, d1	28.7	29.0	17.6	19.3	20.7	20.4	37.3	34.2	23.5	37.2	29.9	
Progression Factor	0.82	0.84	4.50	1.14	1.09	2.21	0.72	0.74	0.38	1.00	1.00	
Incremental Delay, d2	1.9	1.2	0.1	0.1	0.1	0.1	6.7	24.0	10.4	5.6	1.9	
Delay (s)	25.5	25.6	79.3	22.1	22.6	45.1	33.5	49.3	19.3	42.8	31.9	
Level of Service	C	C	E	C	C	D	C	D	B	D	C	
Approach Delay (s)		33.1			31.5			37.7			35.5	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
6: Ave of the Stars & The Century Dwy/Olympic OnRamp

Existing Conditions - 2015

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↑↑↑	↕	↕	↑↑↑	
Volume (vph)	4	0	0	199	4	264	6	1539	37	21	454	5
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)		4.4			4.4	4.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.95			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1583			1589	1417	1583	4550	1417	1583	4542	
Flt Permitted		0.48			0.73	1.00	0.45	1.00	1.00	0.10	1.00	
Satd. Flow (perm)		803			1213	1417	752	4550	1417	162	4542	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	4	0	0	224	4	297	7	1729	42	24	510	6
RTOR Reduction (vph)	0	0	0	0	0	18	0	0	15	0	1	0
Lane Group Flow (vph)	0	4	0	0	228	279	7	1729	27	24	515	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			6				2
Permitted Phases	4			8		8	6		6	2		
Actuated Green, G (s)		22.8			22.8	22.8	56.8	56.8	56.8	56.8	56.8	
Effective Green, g (s)		23.8			23.8	23.8	57.8	57.8	57.8	57.8	57.8	
Actuated g/C Ratio		0.26			0.26	0.26	0.64	0.64	0.64	0.64	0.64	
Clearance Time (s)		5.4			5.4	5.4	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		212			320	374	482	2922	910	104	2916	
v/s Ratio Prot								c0.38				0.11
v/s Ratio Perm		0.00			0.19	c0.20	0.01		0.02	0.15		
v/c Ratio		0.02			0.71	0.75	0.01	0.59	0.03	0.23	0.18	
Uniform Delay, d1		24.5			30.0	30.3	5.8	9.3	5.9	6.8	6.5	
Progression Factor		1.00			1.00	1.00	0.78	1.31	1.03	1.86	1.76	
Incremental Delay, d2		0.0			7.3	7.9	0.0	0.6	0.0	4.7	0.1	
Delay (s)		24.5			37.3	38.3	4.6	12.8	6.1	17.2	11.6	
Level of Service		C			D	D	A	B	A	B	B	
Approach Delay (s)		24.5			37.8			12.6			11.8	
Approach LOS		C			D			B			B	

Intersection Summary

HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Ave of the Stars & Olympic OnRamp

Existing Conditions - 2015
AM Peak Hour



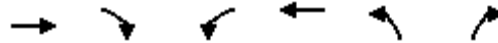
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	0	9	130	42	464	45	1083	31	25	453	168
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.1	4.1			4.0	4.0	4.0	4.1		4.0	4.1	
Lane Util. Factor	1.00	1.00			0.95	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.85			0.95	0.85	1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1583	1417			1462	1346	1583	4531		1583	4365	
Flt Permitted	0.32	1.00			0.84	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	533	1417			1261	1346	1583	4531		1583	4365	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	12	0	10	148	48	527	51	1231	35	28	515	191
RTOR Reduction (vph)	0	9	0	0	23	281	0	3	0	0	60	0
Lane Group Flow (vph)	12	1	0	0	284	135	51	1263	0	28	646	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		3			4	5	1	6		5	2	
Permitted Phases	3			4		4						
Actuated Green, G (s)	11.0	11.0			15.5	25.6	6.3	33.5		10.1	37.3	
Effective Green, g (s)	12.5	12.5			17.0	25.6	6.3	34.2		10.1	38.0	
Actuated g/C Ratio	0.14	0.14			0.19	0.28	0.07	0.38		0.11	0.42	
Clearance Time (s)	5.6	5.6			5.5	4.0	4.0	4.8		4.0	4.8	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	74	196			238	382	110	1721		177	1843	
v/s Ratio Prot		0.00				0.04	c0.03	c0.28		0.02	c0.15	
v/s Ratio Perm	c0.02				c0.23	0.06						
v/c Ratio	0.16	0.01			1.19	0.35	0.46	0.73		0.16	0.35	
Uniform Delay, d1	34.1	33.4			36.5	25.6	40.2	24.0		36.1	17.6	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.86	1.55	
Incremental Delay, d2	1.0	0.0			121.1	0.6	3.1	2.8		0.4	0.5	
Delay (s)	35.2	33.4			157.6	26.2	43.3	26.8		31.6	27.8	
Level of Service	D	C			F	C	D	C		C	C	
Approach Delay (s)		34.4			82.0			27.4			28.0	
Approach LOS		C			F			C			C	

Intersection Summary

HCM 2000 Control Delay	41.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
8: Century Park West & Santa Monica Blvd

Existing Conditions - 2015
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Volume (vph)	2429	331	158	1571	103	169
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.91
Frbp, ped/bikes	1.00	0.91	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	0.94	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.97	1.00
Satd. Flow (prot)	3212	905	2168	3212	2078	910
Flt Permitted	1.00	1.00	0.95	1.00	0.97	1.00
Satd. Flow (perm)	3212	905	2168	3212	2078	910
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2479	338	161	1603	105	172
RTOR Reduction (vph)	0	101	0	0	66	82
Lane Group Flow (vph)	2479	237	161	1603	116	13
Confl. Peds. (#/hr)		59	59		11	
Confl. Bikes (#/hr)		14				
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	6	4	3 5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	61.8	76.9	24.0	61.8	15.1	15.1
Effective Green, g (s)	63.0	80.7	24.0	63.0	17.0	17.0
Actuated g/C Ratio	0.52	0.67	0.20	0.52	0.14	0.14
Clearance Time (s)	5.2	5.9		5.2	5.9	5.9
Vehicle Extension (s)	3.7	3.8		3.5	3.8	3.8
Lane Grp Cap (vph)	1686	608	433	1686	294	128
v/s Ratio Prot	c0.77	0.06	c0.07	0.50	c0.06	
v/s Ratio Perm		0.21				0.01
v/c Ratio	1.47	0.39	0.37	0.95	0.39	0.11
Uniform Delay, d1	28.5	8.7	41.5	27.0	46.8	44.9
Progression Factor	1.00	1.00	1.53	0.66	1.00	1.00
Incremental Delay, d2	214.9	1.9	0.1	10.2	3.9	1.6
Delay (s)	243.4	10.6	63.5	28.1	50.7	46.5
Level of Service	F	B	E	C	D	D
Approach Delay (s)	215.5			31.3	49.3	
Approach LOS	F			C	D	

Intersection Summary			
HCM 2000 Control Delay	139.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 9: Century Park West & Constellation Blvd

Existing Conditions - 2015
 AM Peak Hour



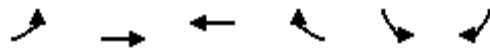
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	67	81	222	427	365	169
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.5	3.5	3.5	4.5	5.0	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3072	2493	3167	1417	1583	4550
Flt Permitted	0.95	1.00	1.00	1.00	0.55	1.00
Satd. Flow (perm)	3072	2493	3167	1417	917	4550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	74	90	247	474	406	188
RTOR Reduction (vph)	0	71	0	64	0	0
Lane Group Flow (vph)	74	19	247	410	406	188
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	4	1	2	4	1	6
Permitted Phases		4		2	6	
Actuated Green, G (s)	8.0	17.7	58.3	66.3	72.0	72.0
Effective Green, g (s)	8.5	18.7	59.8	67.3	71.0	73.5
Actuated g/C Ratio	0.09	0.21	0.66	0.75	0.79	0.82
Clearance Time (s)	5.0	4.0	5.0	5.0	4.0	5.0
Vehicle Extension (s)	3.0	3.0	5.8	3.0	3.0	4.4
Lane Grp Cap (vph)	290	517	2104	1130	787	3715
v/s Ratio Prot	0.02	0.00	0.08	c0.03	c0.05	0.04
v/s Ratio Perm		0.00		0.25	c0.36	
v/c Ratio	0.26	0.04	0.12	0.36	0.52	0.05
Uniform Delay, d1	37.8	28.5	5.5	3.9	2.9	1.6
Progression Factor	1.14	0.63	0.14	3.63	1.00	1.00
Incremental Delay, d2	0.4	0.0	0.0	0.0	0.6	0.0
Delay (s)	43.5	17.8	0.8	14.3	3.5	1.6
Level of Service	D	B	A	B	A	A
Approach Delay (s)	29.4		9.6			2.9
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

10: Olympic Blvd & Century Park West

Existing Conditions - 2015
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	854	2490	1857	96	36	95
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.6	4.6	4.6	4.1	3.3
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3072	4550	4550	1417	3072	2493
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3072	4550	4550	1417	3072	2493
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	880	2567	1914	99	37	98
RTOR Reduction (vph)	0	0	0	62	0	0
Lane Group Flow (vph)	880	2567	1914	37	37	98
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases				6		4
Actuated Green, G (s)	21.0	54.4	29.4	29.4	25.0	46.0
Effective Green, g (s)	21.0	55.6	30.6	30.6	25.7	47.4
Actuated g/C Ratio	0.23	0.62	0.34	0.34	0.29	0.53
Clearance Time (s)	4.0	5.8	5.8	5.8	4.8	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	716	2810	1547	481	877	1312
v/s Ratio Prot	c0.29	0.56	c0.42		0.01	c0.02
v/s Ratio Perm				0.03		0.02
v/c Ratio	1.23	0.91	1.24	0.08	0.04	0.07
Uniform Delay, d1	34.5	15.1	29.7	20.1	23.2	10.5
Progression Factor	1.00	1.00	1.00	1.00	1.26	1.14
Incremental Delay, d2	115.1	5.9	112.5	0.3	0.0	0.0
Delay (s)	149.6	21.0	142.2	20.4	29.4	12.0
Level of Service	F	C	F	C	C	B
Approach Delay (s)		53.8	136.2		16.8	
Approach LOS		D	F		B	

Intersection Summary

HCM 2000 Control Delay	82.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Century Park East & Santa Monica Blvd

Existing Conditions - 2015
PM Peak Hour



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	12	2052	198	289	1954	360	695
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.86	1.00	0.97	0.86	0.97	0.88
Frbp, ped/bikes	1.00	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1118	4047	967	2168	4047	2168	1760
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1118	4047	967	2168	4047	2168	1760
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	12	2115	204	298	2014	371	716
RTOR Reduction (vph)	0	0	84	0	0	0	534
Lane Group Flow (vph)	12	2115	120	298	2014	371	182
Confl. Peds. (#/hr)			33	33			38
Confl. Bikes (#/hr)			14				1
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	Over
Protected Phases	1	6	4	3	2 3	4	3
Permitted Phases			6				
Actuated Green, G (s)	1.0	35.5	59.1	29.0	70.5	23.6	29.0
Effective Green, g (s)	2.0	37.5	64.9	28.0	72.5	26.5	28.0
Actuated g/C Ratio	0.02	0.34	0.59	0.25	0.66	0.24	0.25
Clearance Time (s)	5.0	6.0	6.9	3.0		6.9	3.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	20	1379	570	551	2667	522	448
v/s Ratio Prot	c0.01	c0.52	0.05	0.14	c0.50	c0.17	0.10
v/s Ratio Perm			0.07				
v/c Ratio	0.60	1.53	0.21	0.54	0.76	0.71	0.41
Uniform Delay, d1	53.6	36.2	10.6	35.4	12.7	38.2	34.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.2	243.9	0.2	1.1	1.3	4.5	0.6
Delay (s)	93.8	280.1	10.7	36.5	14.0	42.8	34.7
Level of Service	F	F	B	D	B	D	C
Approach Delay (s)		255.6			16.9	37.5	
Approach LOS		F			B	D	

Intersection Summary

HCM 2000 Control Delay	117.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: Century Park East & Constellation Blvd/Dwy

Existing Conditions - 2015

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖↖		↖		↖	↖↖↖		↖	↖↖	↖
Volume (vph)	337	20	368	3	8	11	65	236	14	13	903	185
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	0.88		1.00		1.00	0.91		1.00	0.95	1.00
Flt	1.00	1.00	0.85		0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1504	1516	2493		1545		1583	4512		1583	3167	1417
Flt Permitted	0.95	0.96	1.00		0.39		0.13	1.00		0.57	1.00	1.00
Satd. Flow (perm)	1504	1516	2493		609		218	4512		951	3167	1417
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	383	23	418	3	9	12	74	268	16	15	1026	210
RTOR Reduction (vph)	0	0	342	0	11	0	0	6	0	0	0	160
Lane Group Flow (vph)	191	215	76	0	13	0	74	278	0	15	1026	50
Turn Type	Split	NA	custom	Perm	NA		pm+pt	NA		Perm	NA	Over
Protected Phases	4	4	7 1		3		1	6			2	4
Permitted Phases				3			6			2		
Actuated Green, G (s)	21.0	21.0	15.1		9.7		40.5	35.5		35.5	35.5	21.0
Effective Green, g (s)	21.6	21.6	16.3		10.7		40.5	36.7		36.7	36.7	21.6
Actuated g/C Ratio	0.24	0.24	0.18		0.12		0.45	0.41		0.41	0.41	0.24
Clearance Time (s)	4.6	4.6			5.0		4.0	5.2		5.2	5.2	4.6
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.4		3.2	3.2	3.0
Lane Grp Cap (vph)	360	363	451		72		173	1839		387	1291	340
v/s Ratio Prot	0.13	c0.14	0.03				c0.02	0.06			c0.32	0.04
v/s Ratio Perm					c0.02		0.17			0.02		
v/c Ratio	0.53	0.59	0.17		0.19		0.43	0.15		0.04	0.79	0.15
Uniform Delay, d1	29.8	30.3	31.1		35.7		16.6	16.8		16.0	23.3	27.0
Progression Factor	0.73	0.73	3.35		1.00		1.12	0.81		1.00	1.00	1.00
Incremental Delay, d2	5.5	6.9	0.2		1.3		1.5	0.2		0.2	5.1	0.9
Delay (s)	27.3	29.1	104.6		37.0		20.1	13.7		16.2	28.5	27.9
Level of Service	C	C	F		D		C	B		B	C	C
Approach Delay (s)		67.0			37.0			15.0			28.2	
Approach LOS		E			D			B			C	

Intersection Summary

HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Century Park East & Olympic Blvd

Existing Conditions - 2015

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑		↑↑	↑↑↑		↑↑	↑↑	↑↑
Volume (vph)	0	1963	101	0	1788	167	81	140	76	450	726	448
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.91	1.00		0.86		0.97	0.91		0.97	0.95	0.88
Fr _t		1.00	0.85		0.99		1.00	0.95		1.00	1.00	0.85
Fl _t Protected		1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		4550	1417		5660		3072	4309		3072	3167	2493
Fl _t Permitted		1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		4550	1417		5660		3072	4309		3072	3167	2493
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	2003	103	0	1824	170	83	143	78	459	741	457
RTOR Reduction (vph)	0	0	27	0	16	0	0	1	0	0	0	85
Lane Group Flow (vph)	0	2003	76	0	1978	0	83	220	0	459	741	372
Turn Type		NA	pm+ov		NA		Prot	NA		Prot	NA	Perm
Protected Phases		6	3		2		3	8		7	4	
Permitted Phases			6									4
Actuated Green, G (s)		37.5	45.1		37.5		7.6	28.7		9.0	30.1	30.1
Effective Green, g (s)		39.0	45.1		39.0		7.6	30.0		9.0	31.4	31.4
Actuated g/C Ratio		0.43	0.50		0.43		0.08	0.33		0.10	0.35	0.35
Clearance Time (s)		5.5	4.0		5.5		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		4.9	3.0		5.2		3.0	5.1		3.0	5.1	5.1
Lane Grp Cap (vph)		1971	710		2452		259	1436		307	1104	869
v/s Ratio Prot		c0.44	0.01		0.35		0.03	0.05		c0.15	c0.23	
v/s Ratio Perm			0.04									0.15
v/c Ratio		1.02	0.11		0.81		0.32	0.15		1.50	0.67	0.43
Uniform Delay, d ₁		25.5	11.8		22.2		38.8	21.1		40.5	24.9	22.4
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.19	1.06	1.19
Incremental Delay, d ₂		24.4	0.1		3.0		0.7	0.2		236.4	1.8	0.6
Delay (s)		49.9	11.9		25.2		39.5	21.3		284.5	28.2	27.2
Level of Service		D	B		C		D	C		F	C	C
Approach Delay (s)		48.1			25.2			26.3			98.9	
Approach LOS		D			C			C			F	

Intersection Summary

HCM 2000 Control Delay	53.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
4: Ave of the Stars & Santa Monica Blvd

Existing Conditions - 2015
PM Peak Hour



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	40	1786	419	342	1882	636	562
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0	4.0	6.0	3.3	4.0	6.0
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91	0.94	0.88
Frbp, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1118	4047	950	2168	3212	3152	1760
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1118	4047	950	2168	3212	3152	1760
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	40	1804	423	345	1901	642	568
RTOR Reduction (vph)	0	0	137	0	0	0	440
Lane Group Flow (vph)	40	1804	286	345	1901	642	128
Confl. Peds. (#/hr)			55	55		1	111
Confl. Bikes (#/hr)			15				7
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	Over
Protected Phases	1	6	4	3	3 2	4	3
Permitted Phases			6				
Actuated Green, G (s)	5.6	35.7	62.8	27.0	69.4	27.1	27.0
Effective Green, g (s)	6.6	38.4	68.6	27.0	68.1	30.0	27.0
Actuated g/C Ratio	0.05	0.32	0.57	0.22	0.57	0.25	0.22
Clearance Time (s)	5.0	6.7	6.9	6.0		6.9	6.0
Vehicle Extension (s)	3.0	5.0	5.0	3.0		5.0	3.0
Lane Grp Cap (vph)	61	1295	543	487	1822	788	396
v/s Ratio Prot	c0.04	c0.45	0.13	0.16	c0.59	c0.20	0.07
v/s Ratio Perm			0.17				
v/c Ratio	0.66	1.39	0.53	0.71	1.04	0.81	0.32
Uniform Delay, d1	55.6	40.8	15.7	42.9	26.0	42.4	38.9
Progression Factor	0.88	1.46	6.77	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	177.3	0.2	4.7	33.4	7.3	0.5
Delay (s)	51.0	237.1	106.7	47.6	59.3	49.7	39.3
Level of Service	D	F	F	D	E	D	D
Approach Delay (s)		209.5			57.5	44.8	
Approach LOS		F			E	D	

Intersection Summary

HCM 2000 Control Delay	115.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Ave of the Stars & Constellation Blvd

Existing Conditions - 2015

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	184	248	181	338	210	237	473	114	181	716	265
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.5	4.0	2.0	4.5	4.5	4.0	4.5	3.0	4.0	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	
Frbp, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.92	1.00	1.00	0.93	1.00	0.97	
Flpb, ped/bikes	0.99	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1560	3167	1359	1548	3167	1307	3072	4550	1312	3072	4250	
Flt Permitted	0.46	1.00	1.00	0.62	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	755	3167	1359	1014	3167	1307	3072	4550	1312	3072	4250	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	122	207	279	203	380	236	266	531	128	203	804	298
RTOR Reduction (vph)	0	0	111	0	0	178	0	0	73	0	65	0
Lane Group Flow (vph)	122	207	168	203	380	58	266	531	55	203	1037	0
Confl. Peds. (#/hr)	69		51	51		69	66		76	76		66
Confl. Bikes (#/hr)			2						2			5
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6	3	5	2		3	8	5	7	4	
Permitted Phases	6		6	2		2			8			
Actuated Green, G (s)	17.7	17.7	26.7	23.1	20.6	20.6	9.0	26.0	37.9	15.9	32.9	
Effective Green, g (s)	17.2	19.2	26.7	24.6	22.1	22.1	9.0	26.5	38.9	15.9	33.4	
Actuated g/C Ratio	0.19	0.21	0.30	0.27	0.25	0.25	0.10	0.29	0.43	0.18	0.37	
Clearance Time (s)	3.5	6.0	4.0	3.5	6.0	6.0	4.0	5.0	3.5	4.0	5.0	
Vehicle Extension (s)	3.0	4.3	3.0	3.0	4.3	4.3	3.0	5.0	3.0	3.0	4.3	
Lane Grp Cap (vph)	220	675	403	356	777	320	307	1339	610	542	1577	
v/s Ratio Prot	c0.05	0.07	0.04	c0.08	0.12		c0.09	0.12	0.01	0.07	c0.24	
v/s Ratio Perm	0.05		0.08	c0.07		0.04			0.03			
v/c Ratio	0.55	0.31	0.42	0.57	0.49	0.18	0.87	0.40	0.09	0.37	0.66	
Uniform Delay, d1	32.1	29.8	25.4	28.3	29.1	26.8	39.9	25.4	15.1	32.7	23.5	
Progression Factor	1.05	1.06	0.96	1.05	1.05	1.51	0.84	1.08	2.59	1.00	1.00	
Incremental Delay, d2	3.0	0.4	0.7	2.2	0.8	0.4	21.5	0.9	0.1	0.4	2.2	
Delay (s)	36.7	32.0	25.0	31.8	31.4	40.8	55.1	28.4	39.2	33.1	25.7	
Level of Service	D	C	C	C	C	D	E	C	D	C	C	
Approach Delay (s)		29.7			34.2			37.6			26.9	
Approach LOS		C			C			D			C	

Intersection Summary

HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
6: Ave of the Stars & The Century Dwy/Olympic OnRamp

Existing Conditions - 2015

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕↕	↕	↕	↕↕↕	
Volume (vph)	6	3	2	85	0	148	0	606	77	112	1010	7
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)		4.4			4.4	4.4		4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		0.91	1.00	1.00	0.91	
Frt		0.98			1.00	0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1583			1583	1417		4550	1417	1583	4545	
Flt Permitted		0.87			0.75	1.00		1.00	1.00	0.38	1.00	
Satd. Flow (perm)		1414			1250	1417		4550	1417	636	4545	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	7	3	2	96	0	166	0	681	87	126	1135	8
RTOR Reduction (vph)	0	2	0	0	0	136	0	0	24	0	1	0
Lane Group Flow (vph)	0	10	0	0	96	30	0	681	63	126	1142	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			6				2
Permitted Phases	4			8		8	6		6	2		
Actuated Green, G (s)		15.4			15.4	15.4		64.2	64.2	64.2	64.2	
Effective Green, g (s)		16.4			16.4	16.4		65.2	65.2	65.2	65.2	
Actuated g/C Ratio		0.18			0.18	0.18		0.72	0.72	0.72	0.72	
Clearance Time (s)		5.4			5.4	5.4		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		257			227	258		3296	1026	460	3292	
v/s Ratio Prot								0.15			c0.25	
v/s Ratio Perm		0.01			c0.08	0.02			0.04	0.20		
v/c Ratio		0.04			0.42	0.12		0.21	0.06	0.27	0.35	
Uniform Delay, d1		30.3			32.6	30.8		4.0	3.6	4.3	4.6	
Progression Factor		1.00			1.00	1.00		1.09	1.62	0.87	0.97	
Incremental Delay, d2		0.1			1.3	0.2		0.1	0.1	1.2	0.2	
Delay (s)		30.4			33.9	31.0		4.5	5.9	4.9	4.6	
Level of Service		C			C	C		A	A	A	A	
Approach Delay (s)		30.4			32.0			4.7			4.7	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Ave of the Stars & Olympic OnRamp

Existing Conditions - 2015
PM Peak Hour



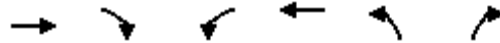
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	27	28	48	11	76	17	548	64	118	942	16
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.1	4.1			4.0	4.0	4.0	4.1		4.0	4.1	
Lane Util. Factor	1.00	1.00			0.95	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.92			0.97	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1583	1540			1485	1346	1583	4478		1583	4539	
Flt Permitted	0.24	1.00			0.77	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	394	1540			1178	1346	1583	4478		1583	4539	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	70	31	32	55	12	86	19	623	73	134	1070	18
RTOR Reduction (vph)	0	26	0	0	11	49	0	14	0	0	1	0
Lane Group Flow (vph)	70	37	0	0	74	19	19	682	0	134	1087	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		3			4	5	1	6		5	2	
Permitted Phases	3			4		4						
Actuated Green, G (s)	15.4	15.4			11.8	25.1	4.0	29.6		13.3	38.9	
Effective Green, g (s)	16.9	16.9			13.3	25.1	4.0	30.3		13.3	39.6	
Actuated g/C Ratio	0.19	0.19			0.15	0.28	0.04	0.34		0.15	0.44	
Clearance Time (s)	5.6	5.6			5.5	4.0	4.0	4.8		4.0	4.8	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	73	289			174	375	70	1507		233	1997	
v/s Ratio Prot		0.02				0.01	0.01	0.15		c0.08	c0.24	
v/s Ratio Perm	c0.18				c0.06	0.01						
v/c Ratio	0.96	0.13			0.42	0.05	0.27	0.45		0.58	0.54	
Uniform Delay, d1	36.2	30.4			34.9	23.7	41.6	23.4		35.7	18.6	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.88	1.42	
Incremental Delay, d2	90.1	0.2			1.7	0.1	2.1	1.0		3.3	1.0	
Delay (s)	126.3	30.6			36.5	23.8	43.7	24.3		34.7	27.4	
Level of Service	F	C			D	C	D	C		C	C	
Approach Delay (s)		81.0			30.9			24.9			28.2	
Approach LOS		F			C			C			C	

Intersection Summary

HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
8: Century Park West & Santa Monica Blvd

Existing Conditions - 2015
PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Volume (vph)	1990	196	125	2287	272	251
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.91
Frbp, ped/bikes	1.00	0.91	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	0.96	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.97	1.00
Satd. Flow (prot)	3212	905	2168	3212	2108	910
Flt Permitted	1.00	1.00	0.95	1.00	0.97	1.00
Satd. Flow (perm)	3212	905	2168	3212	2108	910
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2031	200	128	2334	278	256
RTOR Reduction (vph)	0	64	0	0	39	121
Lane Group Flow (vph)	2031	136	128	2334	354	20
Confl. Peds. (#/hr)		59	59		11	
Confl. Bikes (#/hr)		14				
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	6	4	3 5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	62.9	78.0	22.9	62.9	15.1	15.1
Effective Green, g (s)	64.1	81.8	22.9	64.1	17.0	17.0
Actuated g/C Ratio	0.53	0.68	0.19	0.53	0.14	0.14
Clearance Time (s)	5.2	5.9		5.2	5.9	5.9
Vehicle Extension (s)	3.7	3.8		3.5	3.8	3.8
Lane Grp Cap (vph)	1715	616	413	1715	298	128
v/s Ratio Prot	0.63	0.03	c0.06	c0.73	c0.17	
v/s Ratio Perm		0.12				0.02
v/c Ratio	1.18	0.22	0.31	1.36	1.19	0.16
Uniform Delay, d1	28.0	7.2	41.8	28.0	51.5	45.2
Progression Factor	1.00	1.00	0.83	0.97	1.00	1.00
Incremental Delay, d2	89.2	0.8	0.1	163.9	112.5	2.6
Delay (s)	117.1	8.0	34.9	191.0	164.0	47.8
Level of Service	F	A	C	F	F	D
Approach Delay (s)	107.4			182.9	133.3	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	145.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: Century Park West & Constellation Blvd

Existing Conditions - 2015

PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	502	339	194	87	70	281
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.5	3.5	3.5	4.5	5.0	3.5
Lane Util. Factor	0.97	0.88	0.95	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3072	2493	3167	1417	1583	4550
Flt Permitted	0.95	1.00	1.00	1.00	0.56	1.00
Satd. Flow (perm)	3072	2493	3167	1417	928	4550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	558	377	216	97	78	312
RTOR Reduction (vph)	0	255	0	19	0	0
Lane Group Flow (vph)	558	122	216	78	78	312
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	4	1	2	4	1	6
Permitted Phases		4		2	6	
Actuated Green, G (s)	23.2	28.2	47.8	71.0	56.8	56.8
Effective Green, g (s)	23.7	29.2	49.3	72.0	55.8	58.3
Actuated g/C Ratio	0.26	0.32	0.55	0.80	0.62	0.65
Clearance Time (s)	5.0	4.0	5.0	5.0	4.0	5.0
Vehicle Extension (s)	3.0	3.0	5.8	3.0	3.0	4.4
Lane Grp Cap (vph)	808	808	1734	1204	604	2947
v/s Ratio Prot	c0.18	c0.01	0.07	0.02	0.01	0.07
v/s Ratio Perm		0.04		0.04	c0.07	
v/c Ratio	0.69	0.15	0.12	0.06	0.13	0.11
Uniform Delay, d1	29.8	21.6	9.9	1.9	7.0	6.0
Progression Factor	1.41	3.53	0.61	0.00	1.00	1.00
Incremental Delay, d2	2.1	0.1	0.1	0.0	0.1	0.1
Delay (s)	44.2	76.4	6.2	0.0	7.1	6.1
Level of Service	D	E	A	A	A	A
Approach Delay (s)	57.2		4.3			6.3
Approach LOS	E		A			A

Intersection Summary

HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 10: Olympic Blvd & Century Park West

Existing Conditions - 2015
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	174	1672	2461	69	128	689
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.6	4.6	4.6	4.1	3.3
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3072	4550	4550	1417	3072	2493
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3072	4550	4550	1417	3072	2493
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	1724	2537	71	132	710
RTOR Reduction (vph)	0	0	0	31	0	0
Lane Group Flow (vph)	179	1724	2537	40	132	710
Turn Type	Prot	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases				6		4
Actuated Green, G (s)	12.1	54.4	38.3	38.3	25.0	37.1
Effective Green, g (s)	12.1	55.6	39.5	39.5	25.7	38.5
Actuated g/C Ratio	0.13	0.62	0.44	0.44	0.29	0.43
Clearance Time (s)	4.0	5.8	5.8	5.8	4.8	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	413	2810	1996	621	877	1066
v/s Ratio Prot	0.06	0.38	c0.56		0.04	c0.09
v/s Ratio Perm				0.03		0.19
v/c Ratio	0.43	0.61	1.27	0.06	0.15	0.67
Uniform Delay, d1	35.8	10.6	25.2	14.6	24.0	20.6
Progression Factor	1.00	1.00	1.00	1.00	1.69	0.51
Incremental Delay, d2	0.7	1.0	126.1	0.2	0.1	1.6
Delay (s)	36.5	11.6	151.3	14.8	40.6	12.2
Level of Service	D	B	F	B	D	B
Approach Delay (s)		13.9	147.6		16.6	
Approach LOS		B	F		B	

Intersection Summary

HCM 2000 Control Delay	79.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			