Appendix J
Traffic Impact Study

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TRANSPORTATION IMPACT STUDY
FOR THE
AVION MIXED USE DEVELOPMENT PROJECT
BURBANK, CALIFORNIA

July 2018

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CITY OF BURBANK

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TABLE OF CONTENTS

APPENDICES

Appendix A: Traffic Counts

Appendix B: Intersection Level of Service Worksheets

Appendix C: Signal Warrant Analysis Sheets

Appendix D: Queuing Analysis Sheets

Appendix E: Driveway Analysis Worksheets

LIST OF FIGURES

LIST OF TABLES

1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts and parking supply of the proposed land use development project at 3003 North Hollywood Way, Burbank, California.

PROJECT DESCRIPTION

The project site is located at the 3003 North Hollywood Way in the City of Burbank, and is located adjacent to the Hollywood Burbank Airport. The project site is largely bounded by San Fernando Boulevard to the north, Hollywood Way to the east, Winona Avenue to the south, and the Hollywood Burbank Airport to the west. The site is currently used for vehicle and truck storage.

The project proposes the development of a 61.5-acre site with approximately 1.2 million square feet (sf) of various land uses along with newly dedicated public streets. The project includes 142,250 sf of creative office encompassing nine 2-story buildings, 7,740 sf of retail space and 7,740 sf of restaurant space spread across two buildings, a 166-room hotel, and 1,014,890 sf of creative industrial space.

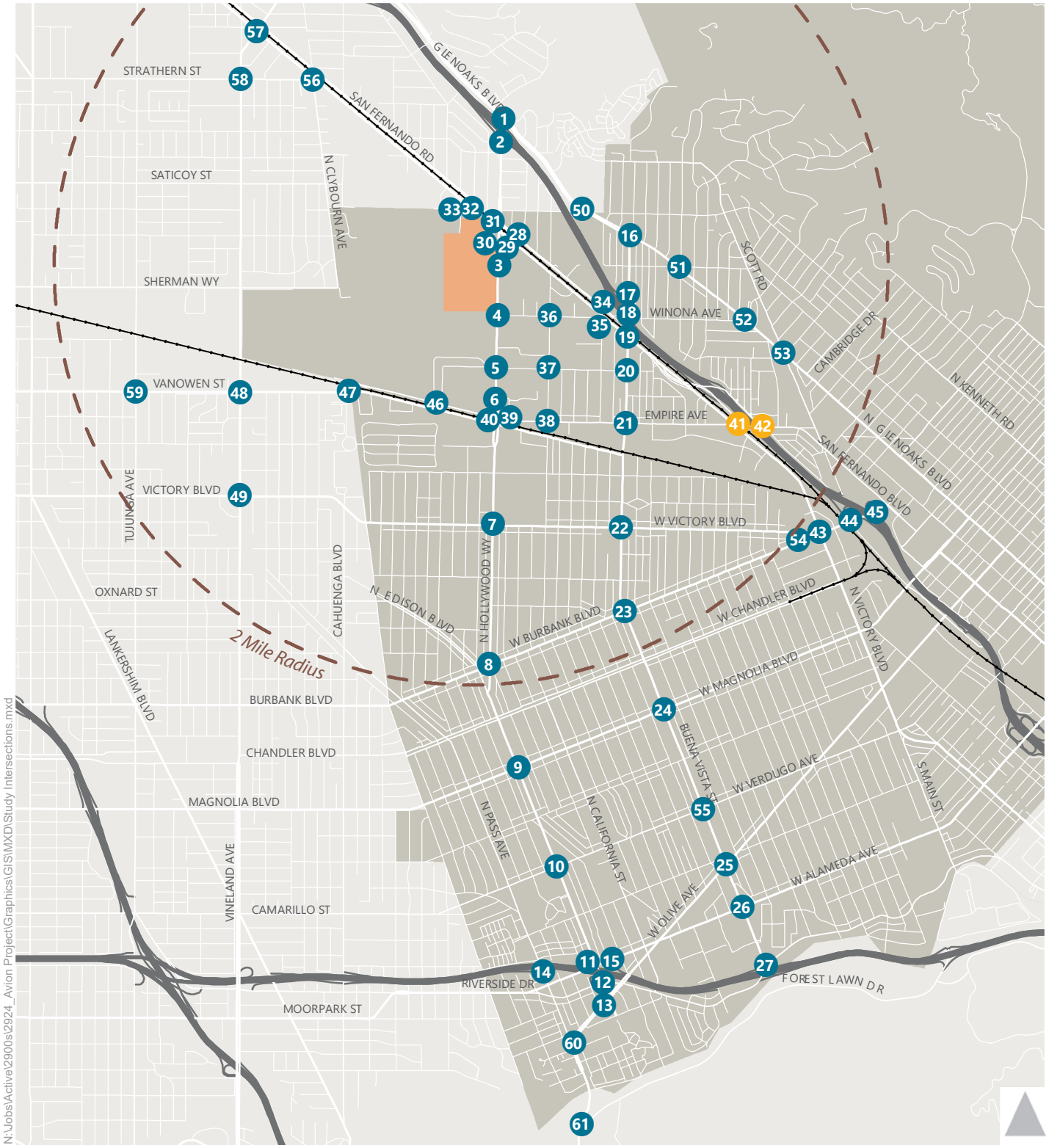
Primary vehicular access to site will be from Hollywood Way, with secondary access on North San Fernando Boulevard via Kenwood Street and Cohasset Street to the north of the site.

Figure 1 illustrates the location of the project site in relation to the surrounding street system and Figure 2 illustrates the ground-level site plan of the project.

STUDY SCOPE

The scope of analysis for this study was developed in conjunction with the City of Burbank. The base assumptions, technical methodologies, and geographic coverage of the study were all identified as part of the study approach. The study analyzes 2024 as the future year, the year that the Burbank Airport Terminal relocation is expected to be completed, in order to take into account the changes in travel patterns anticipated with that project. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing (2017) Conditions – The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the street system serving the site, current traffic volumes, and an assessment of the operating conditions at these locations.



Study Intersections

- Current
- Future
- Project Site

Figure 1

Study Intersections

Figure 2

Site Plan

- Existing (2017) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of project-generated traffic. The direct impacts of the proposed project on existing traffic operating conditions were then identified.

- Future Year (2024) Base Conditions – Future traffic conditions without the proposed project will be developed for the year 2024. The objective of this analysis is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site by the year 2024. This scenario includes the changes in traffic from the new Burbank Airport Terminal and the new ramps at Empire Avenue and Burbank Boulevard.

- Future Year (2024) plus Project Conditions – This traffic scenario includes the proposed project, provides projected traffic volumes, and an assessment of operating conditions under future conditions with the addition of project-generated traffic. The impacts of the proposed project on future traffic operating conditions were then identified.

The transportation staff of the City of Burbank determined the study area and identified the following 61 intersections in the vicinity of the proposed development for detailed analysis:

1. North Hollywood Way & I-5 Northbound (NB) Ramps
2. North Hollywood Way & I-5 Southbound (SB) Ramps
3. North Hollywood Way & Tulare Avenue
4. North Hollywood Way & Winona Avenue
5. North Hollywood Way & Thornton Avenue
6. North Hollywood Way & North Avon Street
7. North Hollywood Way & West Victory Boulevard
8. North Hollywood Way & Burbank Boulevard
9. North Hollywood Way & Magnolia Boulevard
10. North Hollywood Way & Verdugo Avenue
11. North Hollywood Way & West Alameda Avenue
12. North Hollywood Way & Riverside Drive
13. North Hollywood Way & West Olive Avenue
14. Pass Avenue & SR-134 Eastbound (EB) Off-Ramp
15. SR-134 Ramps/North Cordova Street & West Alameda Avenue
16. North Buena Vista Street & North Glenoaks Boulevard
17. North Buena Vista Street & I-5 NB Ramps
18. North Buena Vista Street & Winona Avenue
19. North Buena Vista Street & North San Fernando Boulevard
20. North Buena Vista Street & Thornton Avenue

21. North Buena Vista Street & West Empire Avenue
22. North Buena Vista Street & West Victory Boulevard
23. North Buena Vista Street & Burbank Boulevard
24. North Buena Vista Street & Magnolia Boulevard
25. North Buena Vista Street & West Olive Avenue
26. South Buena Vista Street & West Alameda Avenue
27. South Buena Vista Street & SR-134 Westbound (WB) Ramps/Riverside Drive
28. North Hollywood Way NB Off-Ramp & North San Fernando Boulevard
29. North Hollywood Way NB & San Fernando Boulevard WB Ramps
30. North Hollywood Way SB & San Fernando Boulevard EB Ramps
31. North Hollywood Way SB Ramps & North San Fernando Boulevard
32. North San Fernando Boulevard & Cohasset Street
33. Kenwood Street & Cohasset Street
34. San Fernando Boulevard & I-5 SB Ramps
35. North San Fernando Boulevard & Winona Avenue
36. North Ontario Street & Winona Avenue
37. North Ontario Street & Thornton Avenue
38. North Ontario Street & West Empire Avenue
39. North Avon Street & West Empire Avenue
40. North Hollywood Way & West Empire Avenue
41. *I-5 SB Ramps & West Empire Avenue (not yet constructed; only analyzed in future scenarios)*
42. *I-5 NB Ramps & North San Fernando Boulevard (not yet constructed; only analyzed in future scenarios)*
43. North Victory Place & West Burbank Boulevard
44. I-5 SB Off-Ramp/North Front Street & East Burbank Boulevard
45. I-5 NB Off-Ramp & West Burbank Boulevard
46. Airport & West Empire Avenue
47. Clybourn Avenue & Vanowen Street
48. Vineland Avenue & Vanowen Street
49. Vineland Avenue & Victory Boulevard
50. North Glenoaks Boulevard & Cohasset Street
51. North Glenoaks Boulevard & Tulare Avenue
52. North Glenoaks Boulevard & Winona Avenue/Irving Drive

53. Scott Road & North Glenoaks Boulevard/Peyton Avenue
54. West Burbank Boulevard & Victory Boulevard
55. North Buena Vista Street & West Verdugo Avenue
56. San Fernando Road & Strathern Street EB/Clybourn Avenue
57. San Fernando Road & Sunland Boulevard
58. Vineland Avenue & Strathern Street
59. Tujunga Avenue & Vanowen Street
60. Olive Avenue & Pass Avenue
61. Barham Blvd & Lakeside Plaza/Forest Lawn Drive

Forty-eight of the analyzed intersections are located wholly in the City of Burbank, nine are located wholly in the City of Los Angeles, and four are located on the Burbank-Los Angeles border. The locations of the 61 analyzed intersections are illustrated in Figure 1.

Finally, the study analyzes potential project impacts on the Congestion Management Program (CMP) intersections and freeway segments in accordance with requirements of *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2010).

ORGANIZATION OF REPORT

This report is divided into 10 chapters, including this introduction. Chapter 2 describes the existing circulation system and traffic conditions in the study area, including existing level of service. The methodologies used to develop traffic forecasts for the project and the forecasts themselves are included in Chapter 3 along with the Existing plus Project level of service calculations. Chapter 4 presents the methodology for estimating future traffic and the level of service for the future scenarios. Chapter 5 provides an assessment of potential traffic impacts for the existing and future traffic conditions. Chapter 6 discusses internal circulation and parking at the site. Chapter 7 contains the results of the CMP regional transportation system impact analysis for the project. Chapter 8 contains a qualitative project alternatives analysis. Chapter 9 provides a discussion of the construction conditions. Chapter 10 summarizes the conclusions of the study and the recommendations intended to address significant impacts. Appendices to this report include details related to the technical analysis.

2. EXISTING CONDITIONS

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

EXISTING STREET SYSTEM

The Golden State Freeway (I-5) to the north and east and the Hollywood Freeway (SR-170) to the west provide primary regional access to the site. As illustrated in Figure 1, the project site is located west of Hollywood Way, south of San Fernando Boulevard, east of Vineland Avenue, and north of Vanowen Street. Access to project site from the I-5 is via the ramps at Hollywood Way and San Fernando Boulevard, to the east. Access from the SR-170 is available via the ramps at Sherman Way, to the west.

The following is a brief description of the major streets serving the project site:

- Alameda Avenue – Alameda Avenue is an east/west major arterial that provides two through lanes per direction and is divided by a two-way left-turn lane. On-street parking is prohibited between Lake Street and San Fernando Boulevard, but is generally available west of Lake Street. Alameda provides regional access to I-5.

- Buena Vista Street – Buena Vista Street is a north-south secondary arterial that provides two through lanes in each direction and is divided by a two-way left-turn lane. On-street parking is generally allowed on both sides of the street. As of May 2017 there is major construction occurring at the intersection of Buena Vista Street & San Fernando Boulevard, where the railroad which runs parallel to San Fernando Boulevard is being elevated in order to eliminate an at-grade crossing of Buena Vista.

- Burbank Boulevard – In the study area, Burbank Boulevard is a north/south secondary arterial that provides two through lanes per direction and is divided by a two-way left-turn lane, except in the vicinity of the I-5 interchange where it provides three lanes per direction. Parking is generally allowed on both sides of the street west of Victory Boulevard.

- Empire Avenue – Empire Avenue is an east/west secondary arterial that provides two through lanes in each direction and is divided by a two-way left-turn lane. West of the Airport entrance, Empire provides two lanes in the westbound direction and one lane in the eastbound direction. Empire Avenue provides regional access to the Hollywood Burbank Airport. On-street parking is generally prohibited west of Ontario Street and generally permitted east of Ontario Street. Caltrans is currently constructing a new interchange with I-5 at Empire Avenue, which will enhance regional vehicular access to Burbank Airport and the project site. Upon completion of the new freeway interchange, Empire Avenue will be connected with North San Fernando Boulevard east of the I-5, providing a new connection across the freeway to connect Downtown Burbank and the project site.

- Hollywood Way – Hollywood Way is a north/south major arterial that provides two lanes in each direction and is divided by a two-way left turn lane between Olive Avenue and Thornton Avenue and between Hollywood Way and Interstate 5. Hollywood Way provides two northbound lanes and three southbound lanes, and is divided by a two-way left turn lane, between Thornton Avenue and San Fernando Boulevard in the vicinity of the project site. Hollywood way provides regional access

to I-5 and SR-134. Bicycle lanes are provided on Hollywood Way between Pacific Avenue and San Fernando Boulevard. On-street parking is prohibited in the vicinity of the project between Empire Avenue and Hollywood Way, but is generally permitted on both sides of the street south of Empire Avenue and north of Hollywood Way.

- Lankershim Boulevard – Lankershim Boulevard is classified by the City of Los Angeles as a Major Highway Class II and runs north/south west of the project site. It provides two lanes in each direction and is divided by a two-way left-turn lane. On-street parking is allowed on both sides of Lankershim Boulevard.

- Laurel Canyon Boulevard – Laurel Canyon Boulevard is classified by the City of Los Angeles as a Major Highway Class II and runs north/south near the western boundary of the study area. It provides two lanes in each direction and is divided by a two-way left-turn median. On-street parking is generally allowed on both sides of Laurel Canyon Boulevard.

- Magnolia Boulevard – Magnolia Boulevard is an east-west secondary arterial that provides two through lanes per direction and is divided by a two-way left-turn lane. On-street parking is generally allowed within the study area.

- Olive Avenue – Olive Avenue is a northeast/southwest major arterial that provides two and three through lanes per direction and is divided by a two-way left-turn lane, except west of Riverside Drive where it provides three lanes per direction (portions of the third lane are peak-period only). Olive provides regional access to SR-134 and the I-5. Parking is generally allowed along both sides of the street within the study area east of Riverside Drive

- Ontario Street – Ontario Street is a two lane local street running north/south in the study area. Ontario Street provides local access to Empire Avenue and San Fernando Boulevard. On-street parking is generally permitted on both sides of the street.

- Pass Avenue – Pass Avenue is a north/south collector neighborhood collector street that provides one and two through lanes per direction in the study area. The street is signed as a Class III bicycle route between Chandler Boulevard and Magnolia Boulevard. On-street parking is generally allowed on both sides of the street in the study area. Pass provides regional access to SR-134.

- Riverside Drive – Riverside Drive is an east/west secondary arterial between Alameda Avenue and Buena Vista Street that provides two through lanes per direction and is divided by a two-way left-turn lane. East of Buena Vista Street Riverside Drive is a neighborhood collector street that provides one lane per direction. Bicycle lanes are provided east of Bob Hope Drive. On-street parking is generally allowed on both sides of the street in the study area. Riverside Drive provides regional access to SR-134.

- San Fernando Boulevard/San Fernando Road – San Fernando Boulevard/ San Fernando Road is classified as a Major Highway Class II in the City of Los Angeles and a secondary arterial street in the City of Burbank. It runs northwest/southeast along the south side of the Union Pacific / Metrolink Valley Railroad Line, provides two lanes in each direction and is divided by a two-way left-turn lane. Parking is generally permitted on the south side of the street only. The street is known as San Fernando Boulevard in the City of Burbank, and San Fernando Road in the City of Los Angeles.

- "Little" San Fernando Boulevard "Little" San Fernando Boulevard extends along the north side of the UP/Metrolink Valley Rail Line northwest of Buena Vista Street. It is a neighborhood collector street that provides one lane in each direction. Parking permitted on both sides of the street, and the southbound parking is configured as angled parking.

- Sherman Way – Sherman Way is classified as an east/west major highway in the City of Los Angeles west of the project site. Between Lankershim Boulevard and Laurel Canyon Boulevard, it is classified as a divided major highway with six through lanes and a raised median island. On-street parking is available in the study area.

- Thornton Avenue – Thornton Avenue is classified as an east-west 2-lane neighborhood collector and is divided by a two-way left-turn lane. Thornton Avenue provides local access to the Burbank-Bob Hope Airport. On-street parking is generally permitted on both sides of the street.

- Tujunga Avenue – Tujunga Avenue is classified as a secondary arterial in the City of Los Angeles running north/south in the study area. It provides one to two through lanes per direction, as well as a two-way left-turn lane. On-street parking is generally permitted on both sides of the street.

- Vanowen Street – Vanowen Street is classified as an east-west neighborhood collector that provides two lanes in each direction and a two-way continuous left-turn lane between Buena Vista Street and Hollywood Way, and provides one lane in each direction and a two-way left-turn lane between Hollywood Way and Clybourn Avenue. On-street parking is prohibited on the north side, but generally permitted on the south side.

- Verdugo Avenue – Verdugo Avenue is classified as an east-west neighborhood collector that provides one lane in each direction as well as a two-way left-turn lane. Class II bicycle lanes are provided between Clybourn Avenue and Victory Boulevard. Generally, parking is allowed on both sides of the street.

- Victory Boulevard – Victory Boulevard is classified as an east-west major arterial that provides two lanes in each direction and a two-way left turn lane. Bicycle lanes are provided on between Burbank Boulevard and Clybourn Avenue. Generally, parking is allowed on both sides of the street.

- Vineland Avenue – Vineland Avenue is classified as a north-south secondary arterial in the City of Los Angeles. It provides one to two through lanes per direction, as well as a shared center turn lane in the study area. On-street parking is generally permitted on both sides of the street. Vineland forms the western border of the project site; however, it does not provide access to the site.

EXISTING TRANSIT SERVICE

One commuter rail line and four bus lines currently serve the project site, as shown in Figure 3. These transit lines are described below and consist of Metrolink commuter rail, Los Angeles County Metropolitan Transportation Authority (Metro) bus lines, and BurbankBus lines.

The following line provides service to the project site with peak period headways of 15 minutes or less:

- Metro 94/794 – Line 94/794 is a north/south line that travel from Sylmar to downtown Los Angeles via San Fernando, Pacoima, Sun Valley, Burbank, and Glendale. Line 94/794 stops at the Sylmar/San Fernando and Sun Valley Metrolink Stations, Bob Hope Airport, and Los Angeles Union Station.

Within the study area, Line 94/794 travel along Empire Avenue, Avon Street, and Hollywood Way. Line 94 provides local service seven days per week. Weekday service hours are from 4:30 to 2:00 AM. Peak hour headways on Line 94 are 15 to 20 minutes in the morning and 20 to 30 minutes in the afternoon. Line 794 provides rapid service on weekdays only between 4:30 AM to 9:30 PM. Peak hour headways on Line 794 are approximately 20 to 30 minutes in the morning and 20 minutes in the afternoon. At stops where both 94 and 794 provide service, frequency is 15 minutes or better during the weekday.

The following lines provide service to the project site with peak period headways longer than 15 minutes:

- Metrolink Antelope Valley Line – The Metrolink Antelope Valley Line provides service from Lancaster in the Antelope Valley to Union Station in Downtown Los Angeles with stops in Palmdale, Vincent Grade/Acton, Via Princessa, Santa Clarita, Newhall, Sylmar/San Fernando, Sun Valley, downtown Burbank, and Glendale. Service to the project site will be available via the future Bob Hope Airport-Hollywood Way Station scheduled to open in 2018. Service is provided seven days per week. Weekday morning and afternoon peak hour headways are 20 to 50 minutes; midday headways are 60 to 90 minutes.

- Metro 169 – Line 169 is an east/west line that provides weekday service from West Hills Medical Center to Summitrose Street in Sunland via Canoga Park, Winnetka, Reseda, North Hills, Panorama City, and Van Nuys. The line travels primarily along Saticoy Street and Sunland Boulevard. Major stops include Van Nuys Airport and Van Nuys Metrolink station. Weekday service is provided from 4:30 AM to 7:30 PM. Peak hour headways on Line 169 are 50 to 60 minutes in the morning and 60 to 70 minutes in the afternoon. On weekends and holidays, Line 169 provides service from 7:00 AM to 7:30 PM only between Bob Hope Airport and Sunland.

- Metro 222 – Line 222 is a north/south line that provides service from Sun Valley to Hollywood via Burbank and Universal City. Line 222 travels along San Fernando Road, Hollywood Way, Barham Boulevard, and Cahuenga Boulevard. Major stops include the Sun Valley Metrolink Station, Bob Hope Airport, and the Hollywood & Highland Metro Red Line station. Service is provided seven days per week, with weekday service provided between 5:00 AM and 10:00 PM. Peak hour headways on Line 222 are 30 minutes in the morning and 40 minutes in the afternoon.

- BurbankBus Empire/Downtown Loop – This line begins and ends at the downtown Burbank Metrolink Station and travels along Victory Boulevard, Empire Avenue, Ontario Street, Thornton Avenue, Hollywood Way, Glenoaks Boulevard, and San Fernando Boulevard. The Empire/Downtown Loop serves the project at the Hollywood Way & Ontario Street stop. Service is provided on weekdays only from 6:00 to 9:45 AM. Headways are 18 minutes.

In addition to transit service at the project site, one commuter rail line, one bus rapid transit line (BRT), and eleven bus lines currently serve the project study area as shown in Figure 3. These transit lines are described below and consist of Metrolink commuter rail, Los Angeles County Metropolitan Transportation Authority (Metro) bus lines, BurbankBus lines, and one Los Angeles Department of Transportation (LADOT) Commuter Express (CE) bus line.

The following lines provide service within the study area with peak period headways of 15 minutes or less:

- Metro Orange Line – The Metro Orange Line provides BRT service across the San Fernando Valley from Chatsworth on the Los Angeles/Ventura County border to North Hollywood. Service is

provided seven days per week from 4:00 AM to 2:00 AM. Twenty-four hour service is provided on weekends (Friday and Saturday nights). Weekday morning and afternoon peak hour headways are three to six minutes.

- Metro 162/163 – Line 162/163 is an east/west line that provides service from West Hills to Sun Valley via Canoga Park, Winnetka, Reseda, and Van Nuys. Line 162/163 travels along Sherman Way. Service is provided seven days per week, with weekday and Saturday service provided between 4:30 AM and 11:30 PM. Peak hour headways on Line 162/163 are 10 minutes in the morning and 15 to 30 minutes in the afternoon.

- BurbankBus Metrolink/Media District Loop – This line begins and ends at the downtown Burbank Metrolink Station and travels along Olive Avenue, Buena Vista Street, Alameda Avenue, Bob Hope Drive, and Riverside Drive. Service is provided on weekdays only from 6:00 to 9:45 AM and again from 2:30 to 6:00 PM. Headways are 12 minutes.

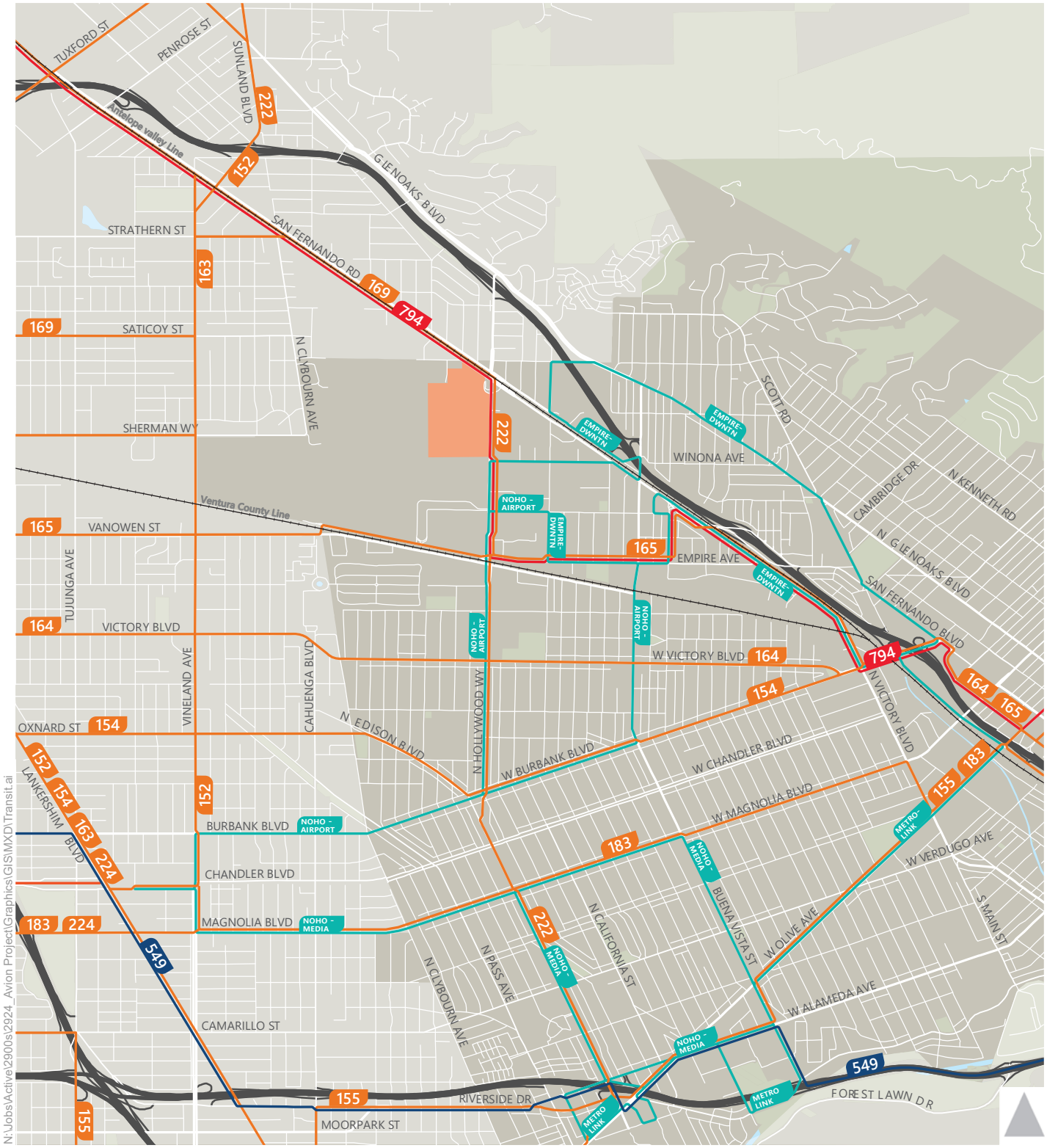
- BurbankBus NoHo/Media District Loop – This line begins and ends at the north Hollywood Red Line Station and travels along Magnolia Boulevard, Buena Vista Street, Alameda Avenue, Olive Avenue, and Hollywood Way. Service is provided on weekdays only from 6:00 to 9:15 AM and again from 3:00 to 6:30 PM. Headways are 12 minutes.

The following lines provide service within the study area with peak period headways above 15 minutes:

- Metrolink Ventura County Line – The Metrolink Ventura County Line provides service from East Ventura to Union Station in Downtown Los Angeles with stops in Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Burbank at Bob Hope Airport and in downtown Burbank, and Glendale. Service is provided on weekdays only. Morning and afternoon peak hour headways are 20 to 50 minutes, and two trains are provided during the midday period.

- Metro 96 – Line 96 is a north/south line that provides service from Downtown Los Angeles to Downtown Burbank via the Financial District, Civic Center, Chinatown, Cypress Park, Glassell Park, Atwater Village, Griffith Park, and Glendale. Line 96 travels along Grand Avenue and Olive Street in Downtown Los Angeles, and then along Riverside Drive, Griffith Park Drive, Crystal Springs Drive, Victory Boulevard, Alameda Avenue, and Olive Avenue (Burbank). Major stops include Grand Park, Los Angeles Union Station, Griffith Park, and the Burbank-Downtown Metrolink station. Service is provided seven days per week, with weekday service provided between 4:30 AM and 9:00 PM. Peak hour morning and afternoon headways are 30 minutes.

- Metro 152/353 – Line 152/153 is a primarily east/west line providing service between Woodland Hills and North Hollywood via West Hills, Canoga Park, Northridge, North Hills, Panorama City, Sun Valley, and Burbank. Line 152/353 travels along Fallbrook Avenue, Roscoe Boulevard, Tuxford Street, Glenoaks Boulevard, Sunland Boulevard, Vineland Boulevard, and Lankershim Boulevard. Weekday service is provided between 4:00 AM and 11:00 PM. Weekend service hours are truncated. Peak hour headways on Line 152/353 are 20 to 30 minutes in the morning and 20 minutes in the afternoon. The stop closest to the project site is located at the intersection of Vineland Avenue & Vanowen Street.



Burbank Bus

Metro Orange Line

Metro Local Bus

Metro Rapid Bus

LADOT Commuter Express

Metrolink

Project Site

Figure 3

Existing Transit

Metro 154 – Line 154 is an east/west line that provides service between Tarzana and Downtown Burbank via Reseda, Encino, Van Nuys, and North Hollywood. Line 154 travels along Burbank Boulevard and Oxnard Street. Major stops include the Van Nuys Orange Line station, the North Hollywood Red and Orange Line stations, and Burbank-Downtown Metrolink station. Service is provided on weekdays only between 5:15 AM and 8:00 PM. Peak hour headways on Line 154 are 50 minutes in the morning and 60 minutes in the afternoon.

- Metro 155 – Line 155 is an east/west line that provides service from Sherman Oaks to Downtown Burbank via Valley Village, Toluca Lake, and Universal City. Line 155 travels primarily along Riverside Drive and Olive Avenue. Transfer is available to the Metro Red Line at Universal City station, and to Metrolink at the Burbank-Downtown station. Service is provided between 6:00 AM and 8:00 PM, seven days per week. Peak hour headways on Line 155 are 25 to 40 minutes in the morning and 30 to 45 minutes in the afternoon.

- Metro 164 – Line 164 is an east/west line that provides service from West Hills to Downtown Burbank via Woodland Hills, Canoga Park, Reseda, Lake Balboa, Van Nuys, and North Hollywood. Line 164 travels primarily along Victory Boulevard. Major stops include the Warner Center Orange Line station and the Burbank-Downtown Metrolink station. Service is provided seven days per week, with weekday service provided between 4:30 AM and 11:00 PM. Peak hour headways on Line 164 are 20 to 40 minutes in the morning and 15 to 30 minutes in the afternoon.

- Metro 165 – Line 165 is an east/west line that provides service from West Hills to Downtown Burbank via Woodland Hills, Canoga Park, Reseda, Lake Balboa, Van Nuys, and North Hollywood. Line 165 travels primarily along Vanowen Street. Major stops include the Warner Center Orange Line station and the Burbank-Bob Hope and Burbank-Downtown Metrolink stations. Service is provided seven days per week, with weekday service provided between 4:30 AM and 11:00 PM. Peak hour headways on Line 164 are 20 to 40 minutes in the morning and 15 to 30 minutes in the afternoon.

- Metro 183 – Line 183 is an east/west line that provides service from Sherman Oaks to Glendale via Van Nuys, Valley Glen, Studio City, North Hollywood, Universal City, and Burbank. Within the study area, Line 183 travels primarily along Magnolia Boulevard. Major stops include the North Hollywood Red and Orange Line station, the Burbank-Downtown and Glendale Metrolink stations. Service is provided seven days per week, with weekday service provided between 5:00 AM and 10:00 PM. Peak hour headways on Line 183 are 30 minutes in the morning and 45 to 55 minutes in the afternoon.

- Metro 224 – Line 224 is a north/south line that travels from Sylmar to Universal City with stops in North San Fernando, Pacoima, Sun Valley, and North Hollywood. Line 224 travels along San Fernando Road and Lankershim Boulevard. Major stops include the Sylmar Metrolink station, the North Hollywood Red and Orange Line station, Universal City Red Line station. Service is provided seven days per week, with weekday service provided between 4:00 AM and midnight. Peak hour headways on Line 224 are 50 minutes in the morning and 15 to 30 minutes in the afternoon.

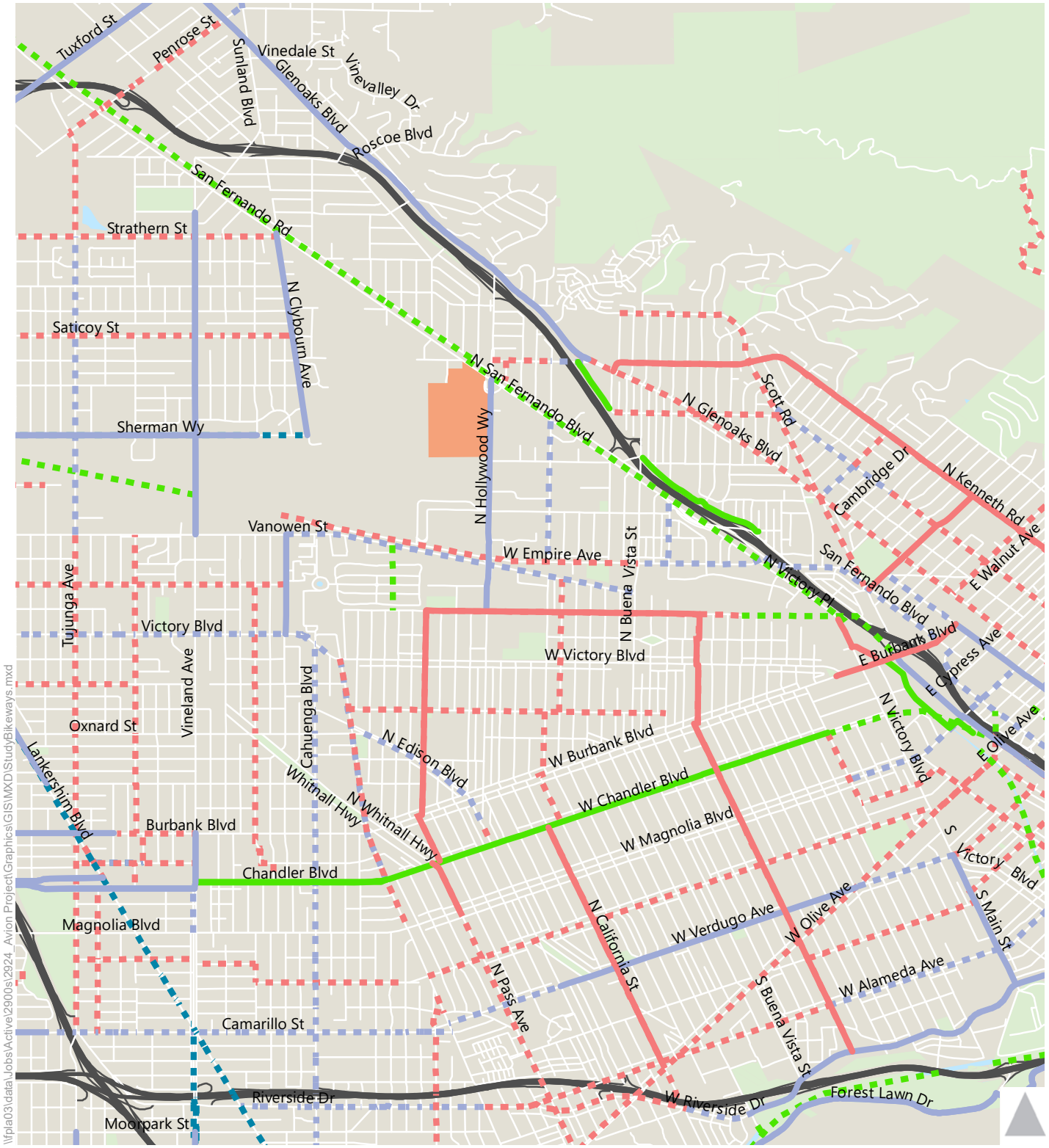
- BurbankBus Noho/Airport Loop – This line begins and ends at the north Hollywood Red Line Station and travels along Burbank Boulevard, Buena Vista Street, Empire Avenue, Ontario Street, Thornton Avenue, and Hollywood Way. The Noho/Empire Loop serves Bob Hope Airport at the Hollywood Way & Thornton Avenue stop. Service is provided on weekdays only from 6:40 to 9:35 AM and again from 2:30 to 6:30 PM. Headways are 16 minutes.

- LADOT Commuter Express 549 – CE 549 is an east/west commuter express bus serving the South Valley from Encino to the Metro Gold Line Lake Avenue station in Pasadena. Stops include Sherman Oaks, Van Nuys, North Hollywood, the San Fernando Valley, the Burbank Media District, and Glendale. This line travels along Riverside Drive and Alameda Avenue in the study area. Service hours are Monday thru Friday, from 6:00 to 9:00 AM and again from 3:45 to 7:00 PM. Headways are 20 to 35 minutes.

EXISTING BICYCLE FACILITIES

There is a relatively extensive dedicated bicycle infrastructure within the study area, as shown in Figure 4. East of the project site, a bicycle lane (Class II facility) runs along Hollywood Way between North San Fernando Boulevard and Pacific Avenue. There is a bicycle path (Class I facility) northeast of the project site which runs along east of Interstate-5, from Buena Vista Street to Landis Street. There is also a bicycle path along Chandler Boulevard between Vineland Avenue and Mariposa Street. Near the project site, there are bicycle lanes along Glenoaks Boulevard, Vineland Avenue, Sherman Way, and Clybourn Avenue. There are also bicycle routes (Class III facilities) along portions of Pacific Avenue, Keystone Street, Maple Street, Pass Avenue, and California Street, located in the southern edge of the study area.

Proposed bicycle facilities are also shown in Figure 4. There are a number of bike lanes and bike routes planned throughout the study area, including the extension of the bike path along San Fernando Road/Boulevard. The proposed facilities come from the City of Los Angeles' *Mobility Plan 2035*, the City of Burbank Bicycle Master Plan, and Metro's Active Transportation Strategic Plan.



Project Site

Bicycle Facilities

- Existing Bike Path
- Existing Bike Lane
- Existing Bike Route
- Existing Cycle Track
- Proposed Bike Path
- Proposed Bike Lane
- Proposed Bike Route
- Proposed Cycle Track

Figure 4

Existing and Proposed Bicycle Facilities

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing intersection peak hour traffic volumes, a description of the methodology used to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections. Traffic counts are provided in Appendix A.

Existing Traffic Volumes - Intersections

Traffic volumes at the 61 study intersections were collected during the morning and afternoon peak hours, from 7:00 to 10:00 AM and from 4:30 to 7:30 PM, respectively, and the weekend peak from 2:00 to 5:00 PM. The peak 1-hour time period for the morning and afternoon is found by identifying the four consecutive 15-minute periods with the highest traffic volumes.

Two sets of weekday counts were collected, one in January 2017 and one in April and May 2017. Weekday counts were averaged to determine volumes for weekday existing conditions. Weekend counts were collected during April 2017 on a Saturday. Counts were validated by the City of Burbank staff. No roadway construction or incidents occurred in the immediate areas of any other count locations during the count periods other than long-term closures and detours associated with the Caltrans Interstate 5 High Occupancy Vehicle / Empire Avenue Interchange Project. Local schools were in session on the days of the counts. Figure 5 shows the construction during the vehicle counts, which affect intersection geometries and vehicle assignment during the Existing and Existing plus Project scenarios.

The weekday and weekend traffic volumes, which are presented in Figure 7 in the next chapter, represent the existing 2017 conditions.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent, nearly free-flow conditions at LOS A to overloaded, stop-and-go conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. Level of service definitions for signalized intersections can be found in Table 1.

Levels of service definitions for unsignalized intersections are provided in Table 2.

The intersections located in the City of Burbank were analyzed according to City of Burbank traffic study policies and procedures, while intersections located in the City of Los Angeles were analyzed according to policies and procedures required by that city. Both the City of Burbank and the City of Los Angeles require the use of Critical Movement Analysis (CMA) methodology (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) to evaluate intersection operations. The CMA method of intersection capacity analysis determines the intersection volume-to-capacity (V/C) ratio and corresponding LOS for turning movements and intersection characteristics at signalized intersections.

For City of Burbank intersections, Traffix for Windows was selected as the software to calculate the intersection LOS for this analysis. Traffix for Windows is an interactive computer software program that evaluates and forecasts traffic operating conditions.

For City of Los Angeles intersections, proprietary LOS worksheets were used to calculate intersection LOS as required by *Traffic Study Policies and Procedures* (LADOT, June 2013).

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

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

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR
UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (seconds/vehicle)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

Source: *Highway Capacity Manual,* Transportation Research Board, 2010.

Road/Ramp Closure

Turning Movement Restriction

Study Intersections

Current

Future

2 Mile Radius from Project

Project Site

Figure 5

Existing Street Closures - Weekday

Figure 5

Existing Street Closures - Weekend

The City of Burbank's timing and interconnected network of signals on major corridors provides improved signal coordination that allows for increased traffic flow. This system is in place on major arterials within the study area. A 0.02 V/C reduction was applied in locations where the network is active, with the exception of intersection on Glenoaks Boulevard, where a 0.05 V/C reduction was applied, as that corridor is now running a newer adaptive signal control that responds to traffic volumes in real time to further improve vehicle throughput.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All of the five signalized study intersections are currently operating under the City's ATSAC system and ATCS system. ATSAC and ATCS provide improved operating conditions. In accordance with City of Los Angeles procedures, a 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS is implemented.

For the stop-controlled intersections, the City of Burbank requires application of the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000) methodology to evaluate capacity and performance. The HCM operational method determines the average stopped delay experienced per vehicle (i.e., delay resulting from initial deceleration, queue move-up time, time actually stopped, and final acceleration). At 4-way stop-controlled intersections, the reported delay is the average delay experienced by all vehicles at an intersection across an entire hour. At side-street stop-controlled intersections, delay is evaluated separately for each individual movement, and the reported delay is the worst-case delay experienced at the intersection across an entire hour.

Stop-controlled intersections in Los Angeles are solely analyzed to determine the need for installation of a traffic signal or other traffic control device, per LADOT policy (*Transportation Impact Study Guidelines*). The policy is as follows:

When choosing which unsignalized intersections will be reviewed, intersections that are adjacent to the Project or that are expected to be integral to the Project's site access and circulation plan should be identified. For these intersections, the overall intersection delay should be measured pursuant to procedures accepted by LADOT during the scoping process. Based on the estimated delay, if the resultant LOS is E or F in the "Future plus Project" scenario, then the intersection should be evaluated for the potential installation of a new traffic signal. The study shall include a traffic signal warrant analysis prepared pursuant to Section 353 of LADOT's *Manual of Policies and Procedures* and submitted to LADOT for review and approval.

Six of the unsignalized intersections analyzed are located in the City of Burbank:

29. North Hollywood Way SB & San Fernando Boulevard WB Ramps
30. North Hollywood Way SB & San Fernando Boulevard EB Ramps
32. North San Fernando Boulevard & Cohasset Street
33. Cohasset Street & Kenwood Street

34. North San Fernando Boulevard & Interstate 5 SB Ramps
35. North San Fernando Boulevard & Winona Avenue

Three of the unsignalized analyzed intersections are located in the City of Los Angeles:

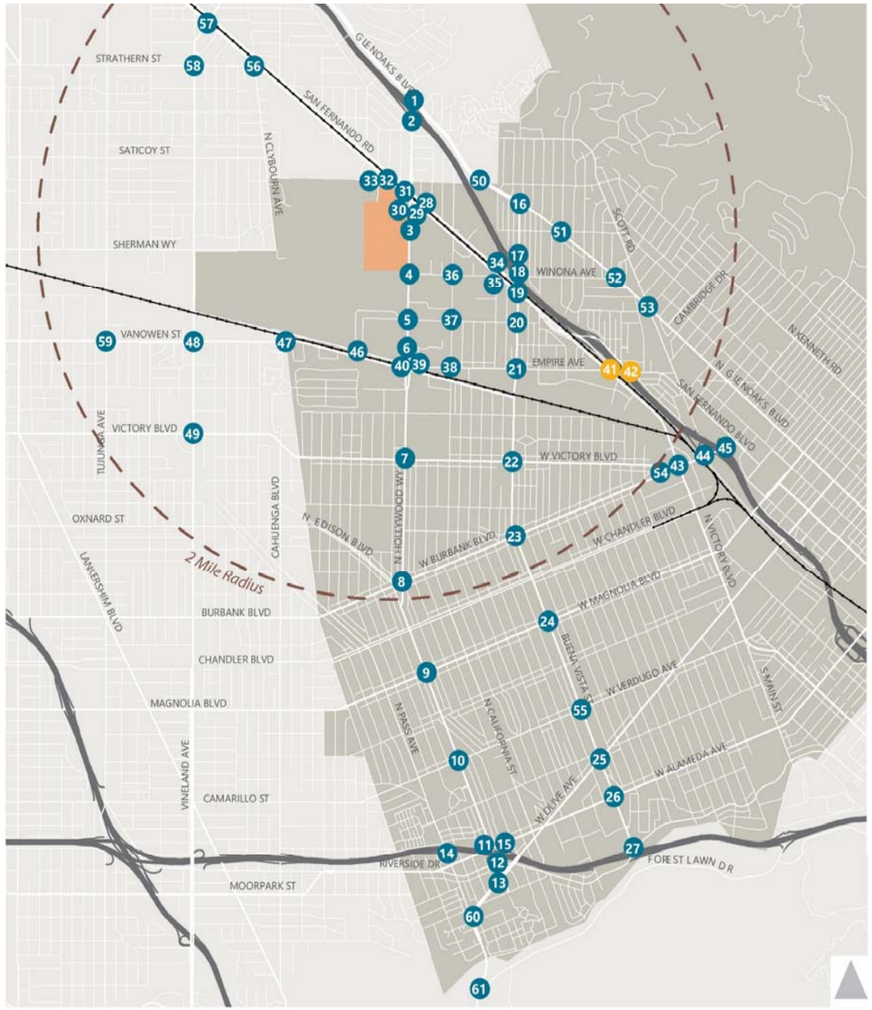
2. North Hollywood Way & Interstate 5 SB Ramps
32. North San Fernando Boulevard & Cohasset Street
33. Cohasset Street & Kenwood Street

LOS worksheets for signalized and unsignalized intersections located in the City of Burbank, and for signalized intersections located in the City of Los Angeles, are included in Appendix B. Signal warrant analysis for unsignalized intersections located in the City of Los Angeles are located in Appendix C.

Existing Traffic Conditions and Levels of Service

The traffic volumes presented in Figure 6 below were analyzed using the methodologies described above to determine the current operating conditions at the existing analyzed intersections. The calculation is expressed as a V/C ratio for signalized intersections, and in delay in terms of seconds per vehicle for unsignalized intersections located in the City of Burbank. summarizes the Existing plus Project LOS for signalized intersections, Table 3 and Table 4 shows LOS for unsignalized intersections within the City of Burbank (Intersection #2 is an unsignalized intersections in the City of Los Angeles, and therefore not evaluated for LOS). Detailed intersection traffic analysis LOS calculations are provided in Appendix B. As indicated in and Table 4,nine intersections are projected to operate at LOS E or F during either peak hour. The remaining study intersections operate at LOS D or better under existing peak hour traffic conditions. The nine study intersections that currently operate at poor conditions during at least one of the analyzed peak hours under the existing conditions scenario are:

7. North Hollywood Way & West Victory Boulevard
17. North Buena Vista Street & I-5 NB Ramps
22. North Buena Vista Street & Victory Boulevard
34. San Fernando Boulevard & I-5 SB Ramps
44. I-5 SB Off-Ramp & North Front Street/East Burbank Boulevard
48. Vineland Avenue & Vanowen Street
53. Scott Road & Glenoaks Boulevard/Peyton Avenue
56. San Fernando Road & Strathern Street EB/Clybourn Avenue
61. Barham Boulevard & Lakeside Plaza/Forest Lawn Drive



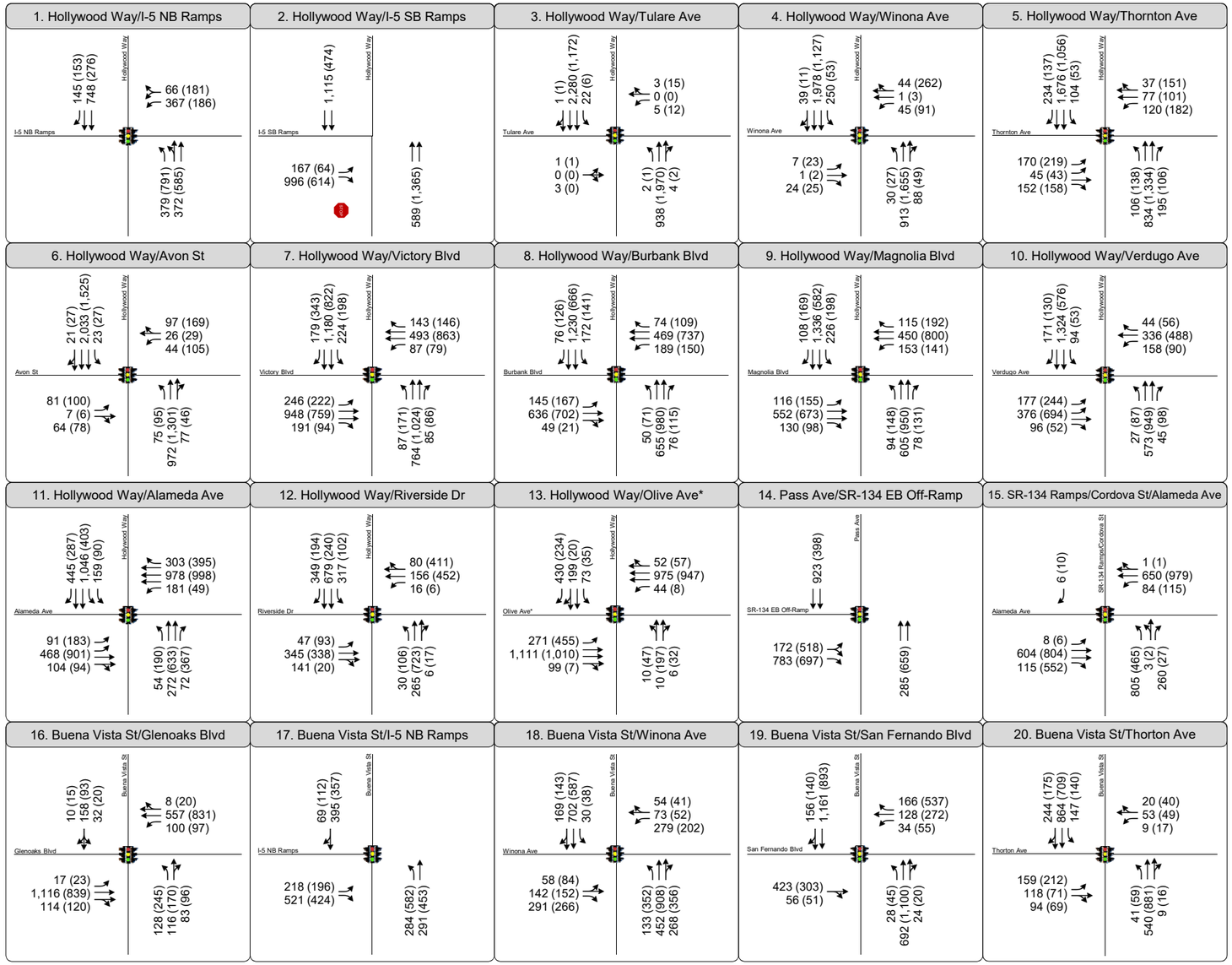
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

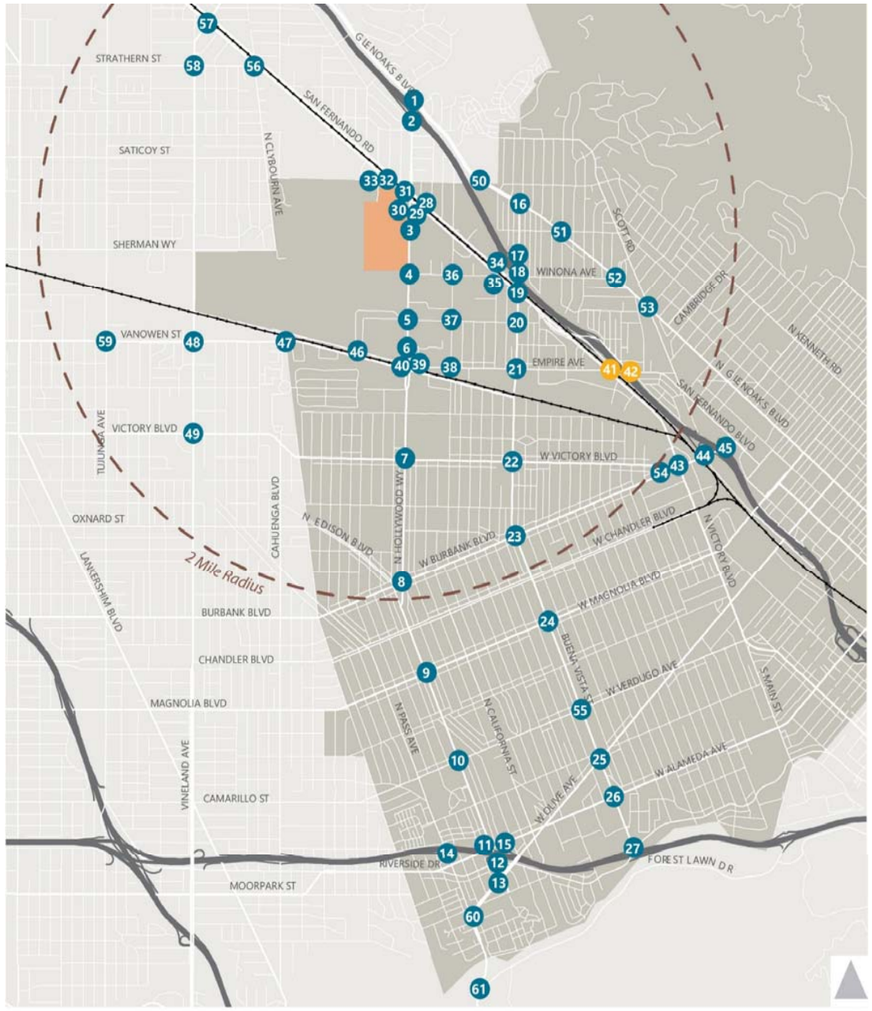


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 6

Peak Hour Traffic Volumes and Lane Configurations

Existing - Weekday AM and PM

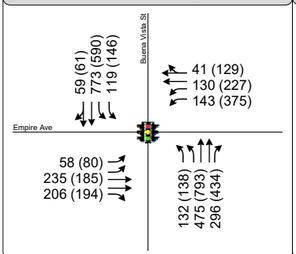


Study Intersections

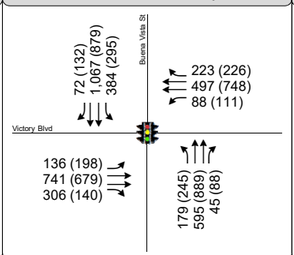
- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

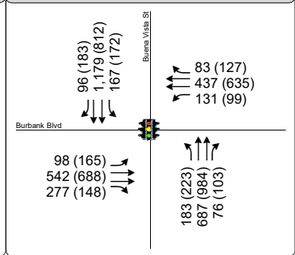
21. Buena Vista St/Empire Ave



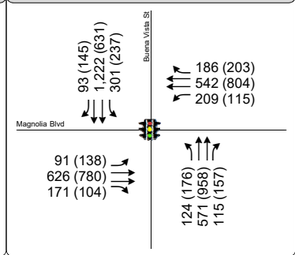
22. Buena Vista St/Victory Blvd



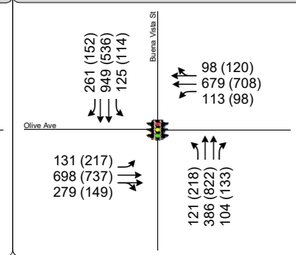
23. Buena Vista St/Burbank Blvd



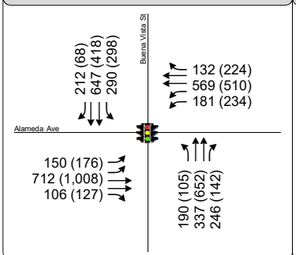
24. Buena Vista St/Magnolia Blvd



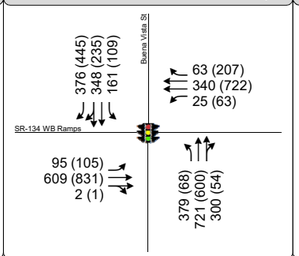
25. Buena Vista St/Olive Ave



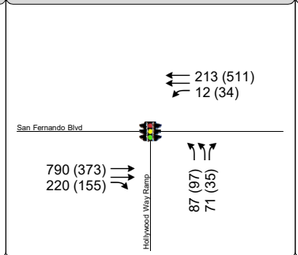
26. Buena Vista St/Alameda Ave



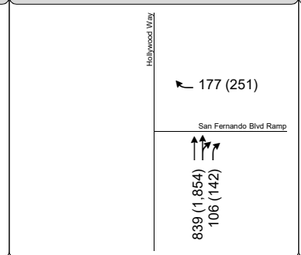
27. Buena Vista St/SR-134 WB Ramps



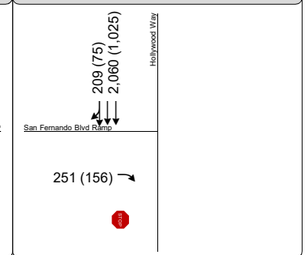
28. Hollywood Way Ramp/San Fernando Blvd



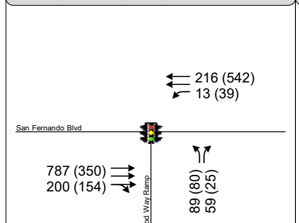
29. Hollywood Way/San Fernando Blvd Ramp



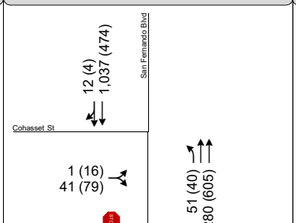
30. Hollywood Way/San Fernando Blvd Ramp



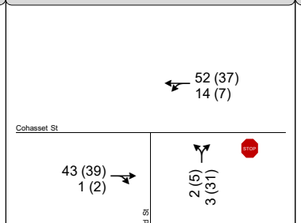
31. Hollywood Way Ramp/San Fernando Blvd



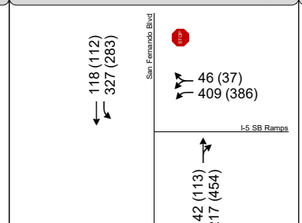
32. San Fernando Blvd/Cohasset St



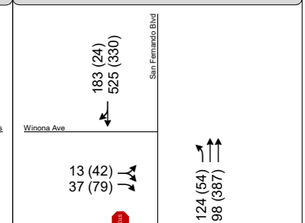
33. Kenwood St/Cohasset St



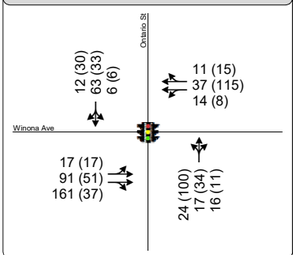
34. San Fernando Blvd/I-5 SB Ramps



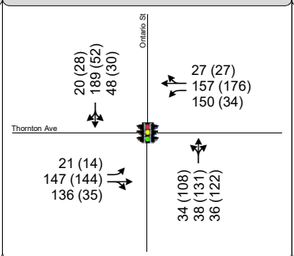
35. San Fernando Blvd/Winona Ave



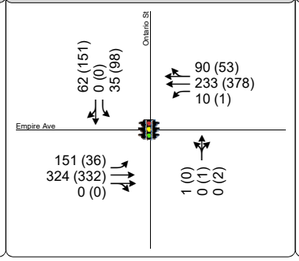
36. Ontario St/Winona Ave



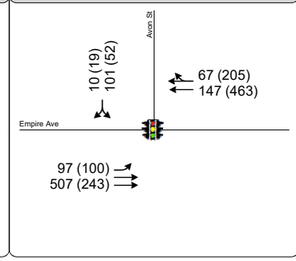
37. Ontario St/Thornton Ave



38. Ontario St/Empire Ave



39. Avon St/Empire Ave



40. Hollywood Way/Empire Ave

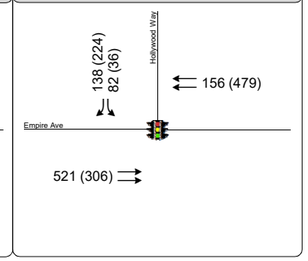
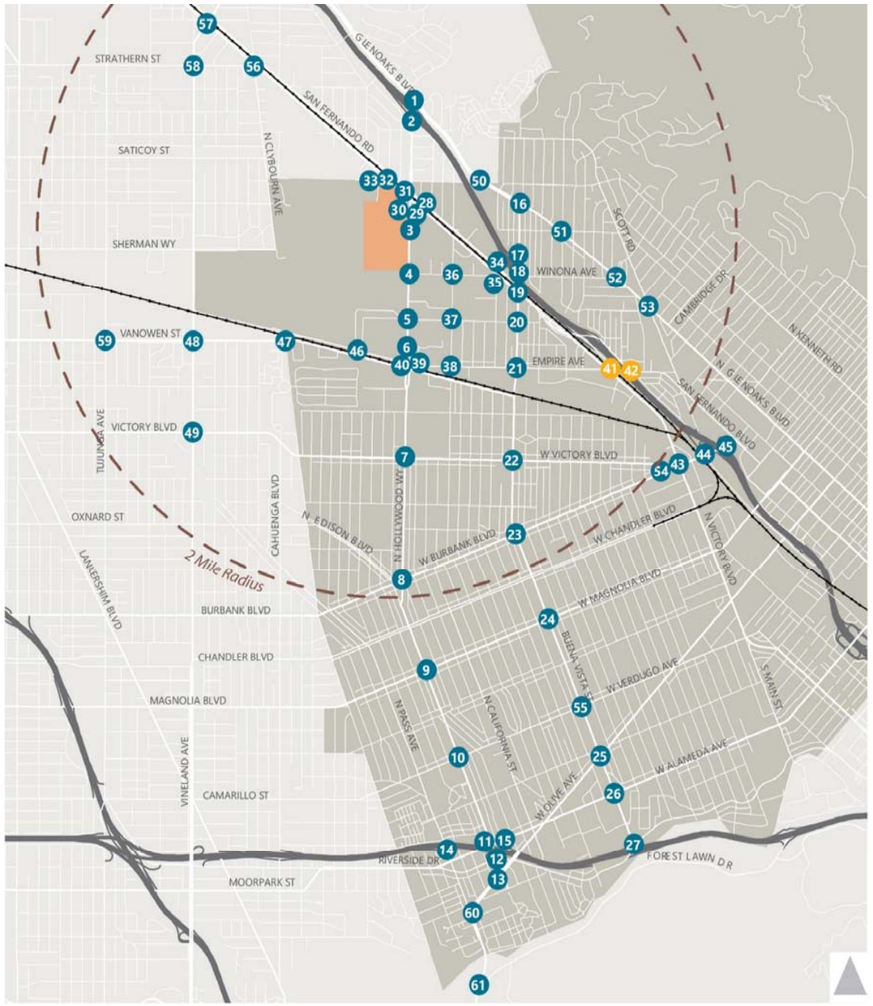


Figure 6
Peak Hour Traffic Volumes and Lane Configurations
Existing - Weekday AM and PM



Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

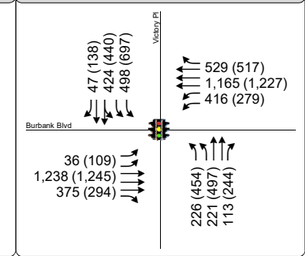
41. I-5 SB Ramps/Empire Ave

Future Intersection

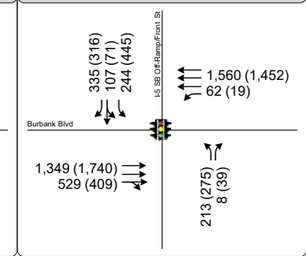
42. I-5 NB Ramps/San Fernando Blvd

Future Intersection

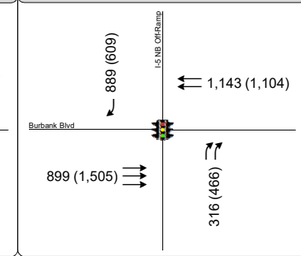
43. Victory Pl/Burbank Blvd



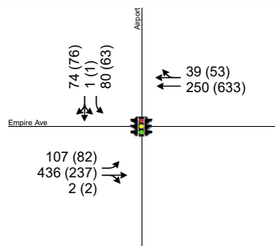
44. I-5 SB Off-Ramp/Front St/Burbank Blvd



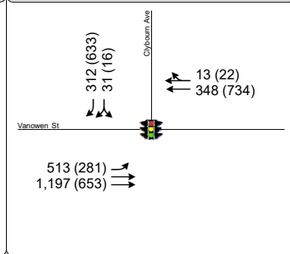
45. I-5 NB Off-Ramp/Burbank Blvd



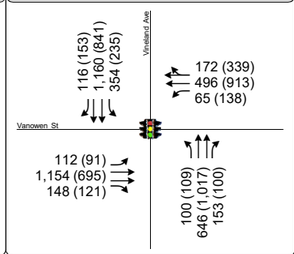
46. Airport/Empire Ave



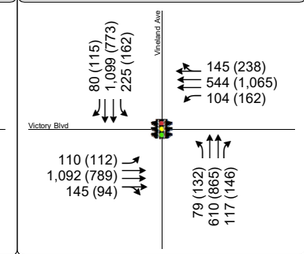
47. Clybourn Ave/Vanowen St



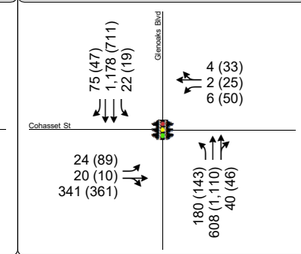
48. Vineland Ave/Vanowen St



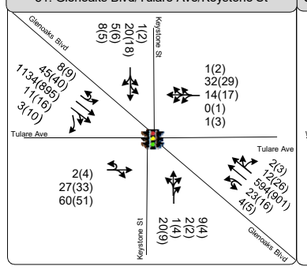
49. Vineland Ave/Victory Blvd



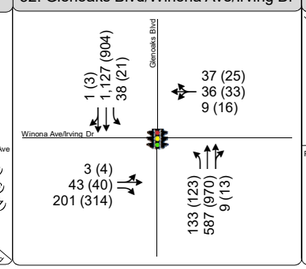
50. Glenoaks Blvd/Cohasset St



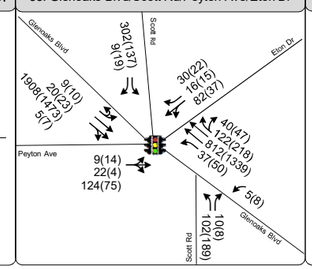
51. Glenoaks Blvd/Tulare Ave/Keystone St



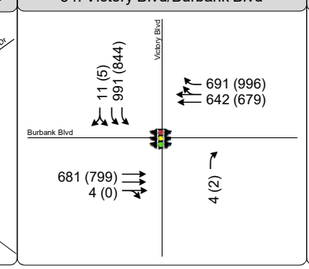
52. Glenoaks Blvd/Winona Ave/Irving Dr



53. Glenoaks Blvd/Scott Rd/Peyton Ave/Eton Dr



54. Victory Blvd/Burbank Blvd



55. Buena Vista St/Verdugo Ave

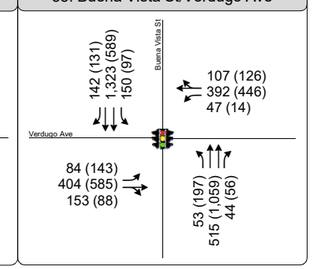
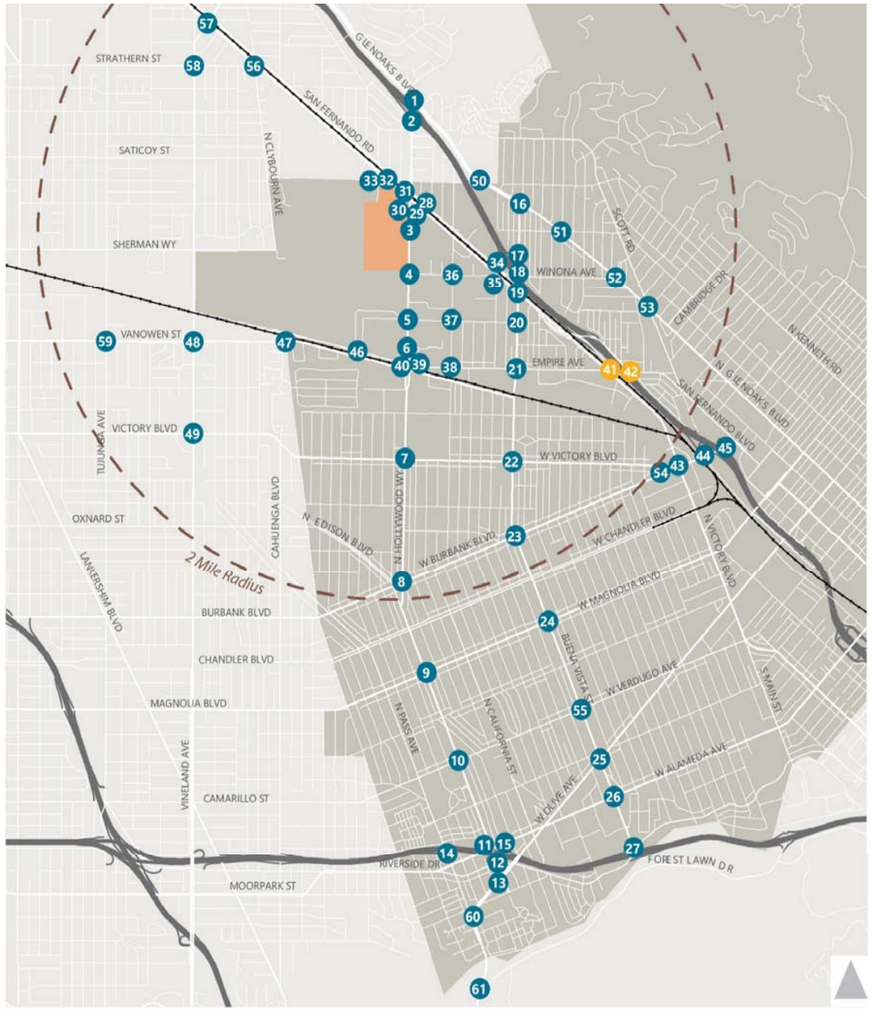


Figure 6

Peak Hour Traffic Volumes and Lane Configurations

Existing - Weekday AM and PM

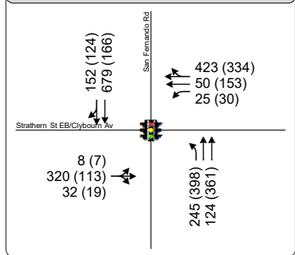


Study Intersections

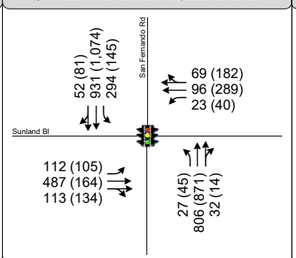
- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

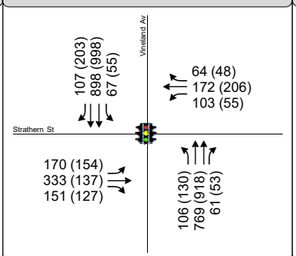
56. San Fernando Rd/Strathern St EB/Clybourn Av



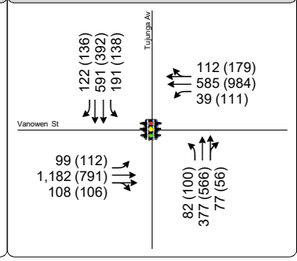
57. San Fernando Rd/Sunland Bl



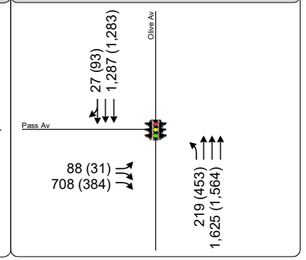
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

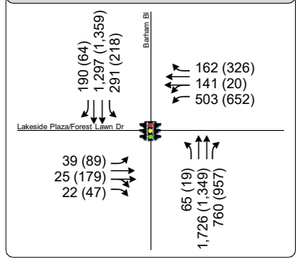
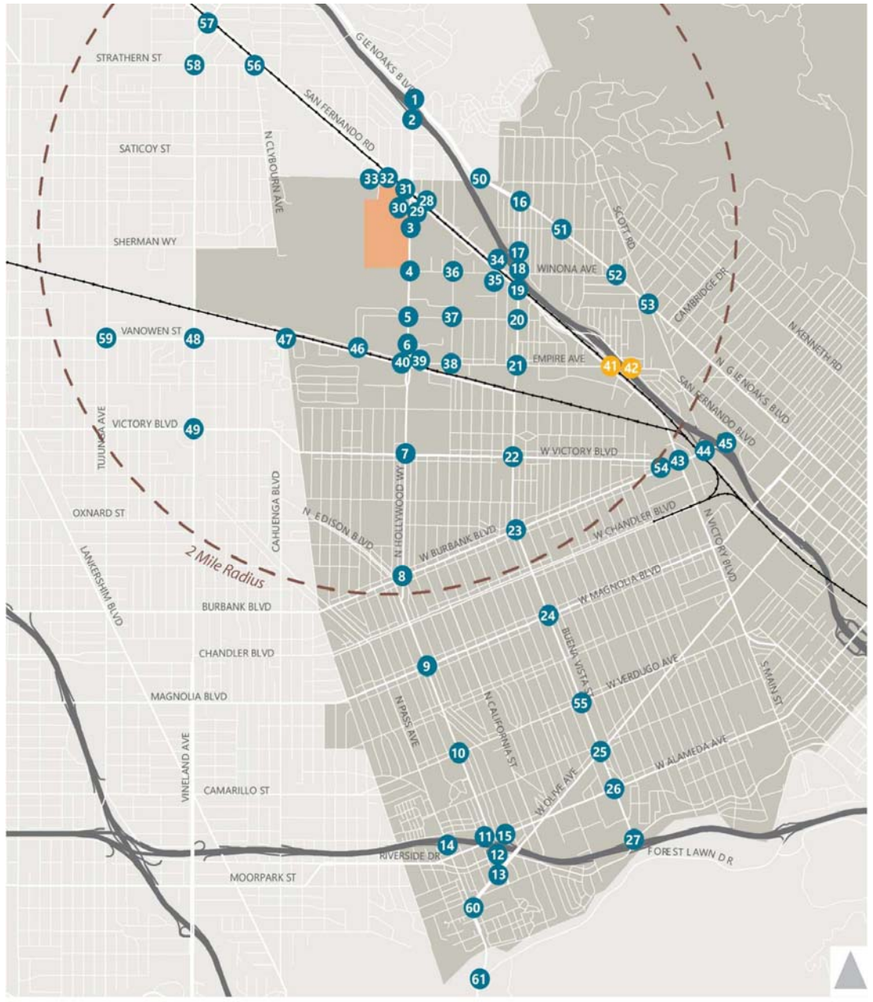


Figure 6
Peak Hour Traffic Volumes and Lane Configurations
Existing - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

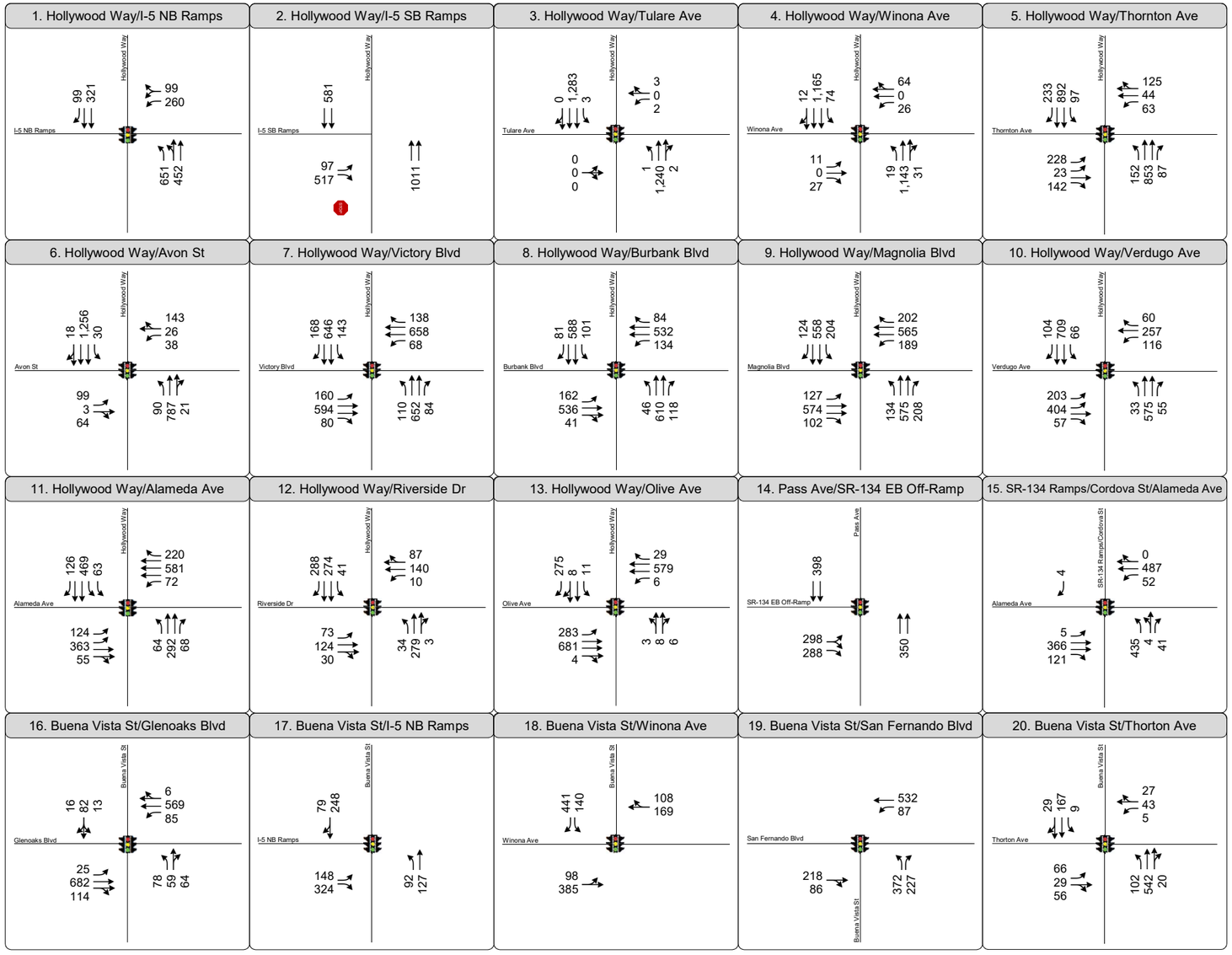
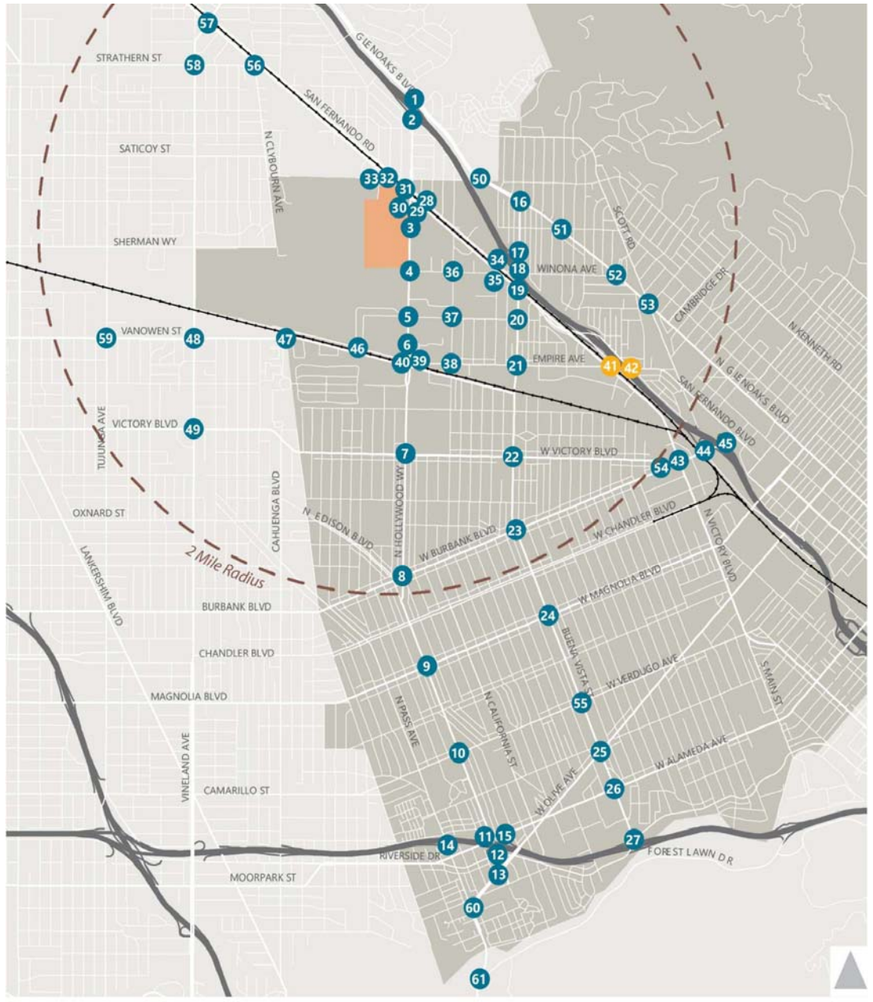


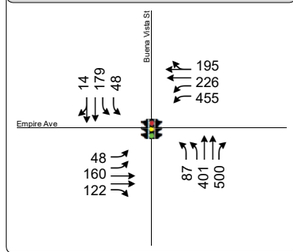
Figure 6
Peak Hour Traffic Volumes and Lane Configurations
Existing - Weekend Midday



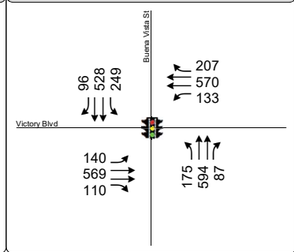
Study Intersections

- Current
- Future
- Project Site

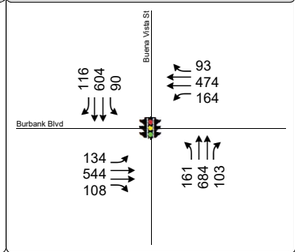
21. Buena Vista St/Empire Ave



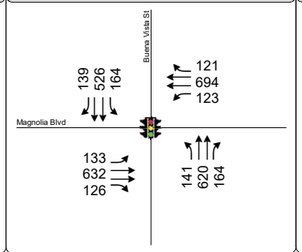
22. Buena Vista St/Victory Blvd



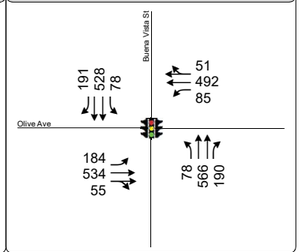
23. Buena Vista St/Burbank Blvd



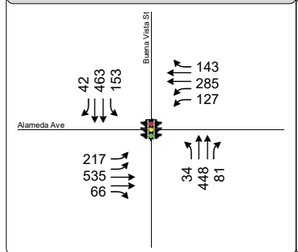
24. Buena Vista St/Magnolia Blvd



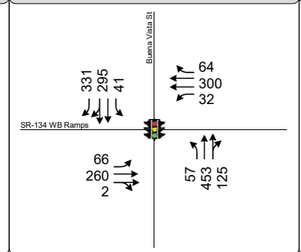
25. Buena Vista St/Olive Ave



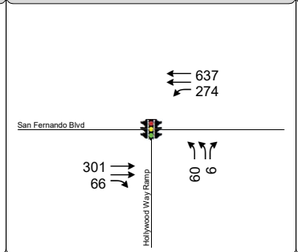
26. Buena Vista St/Alameda Ave



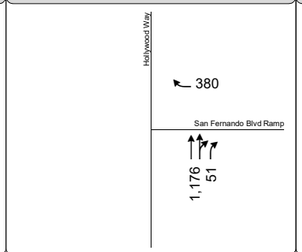
27. Buena Vista St/SR-134 WB Ramps



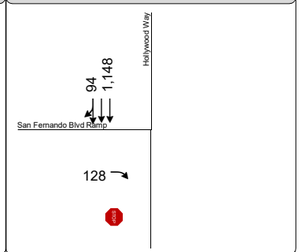
28. Hollywood Way Ramp/San Fernando Blvd



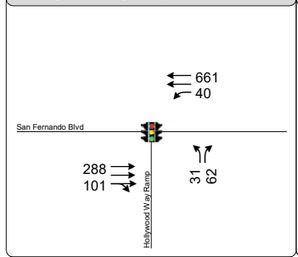
29. Hollywood Way/San Fernando Blvd Ramp



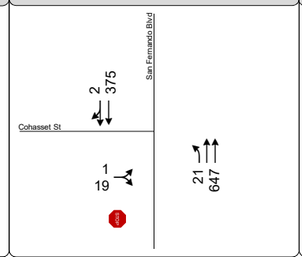
30. Hollywood Way/San Fernando Blvd Ramp



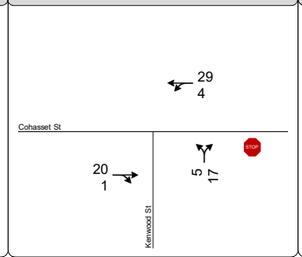
31. Hollywood Way Ramp/San Fernando Blvd



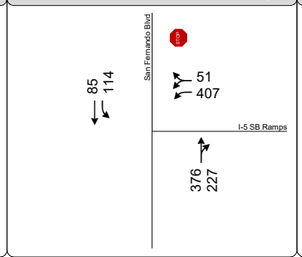
32. San Fernando Blvd/Cohasset St



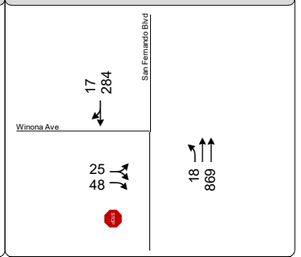
33. Kenwood St/Cohasset St



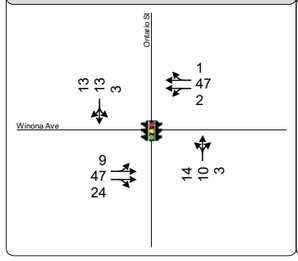
34. San Fernando Blvd/I-5 SB Ramps



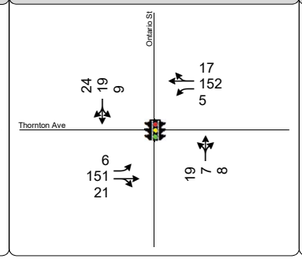
35. San Fernando Blvd/Winona Ave



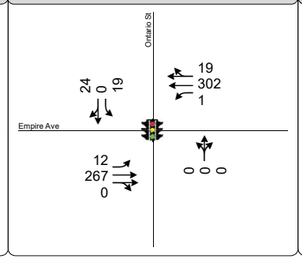
36. Ontario St/Winona Ave



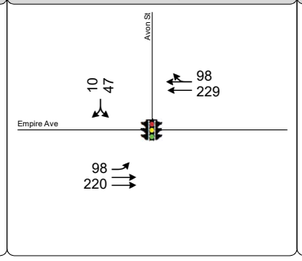
37. Ontario St/Thornton Ave



38. Ontario St/Empire Ave



39. Avon St/Empire Ave



40. Hollywood Way/Empire Ave

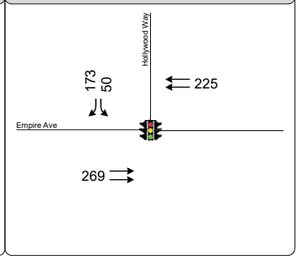
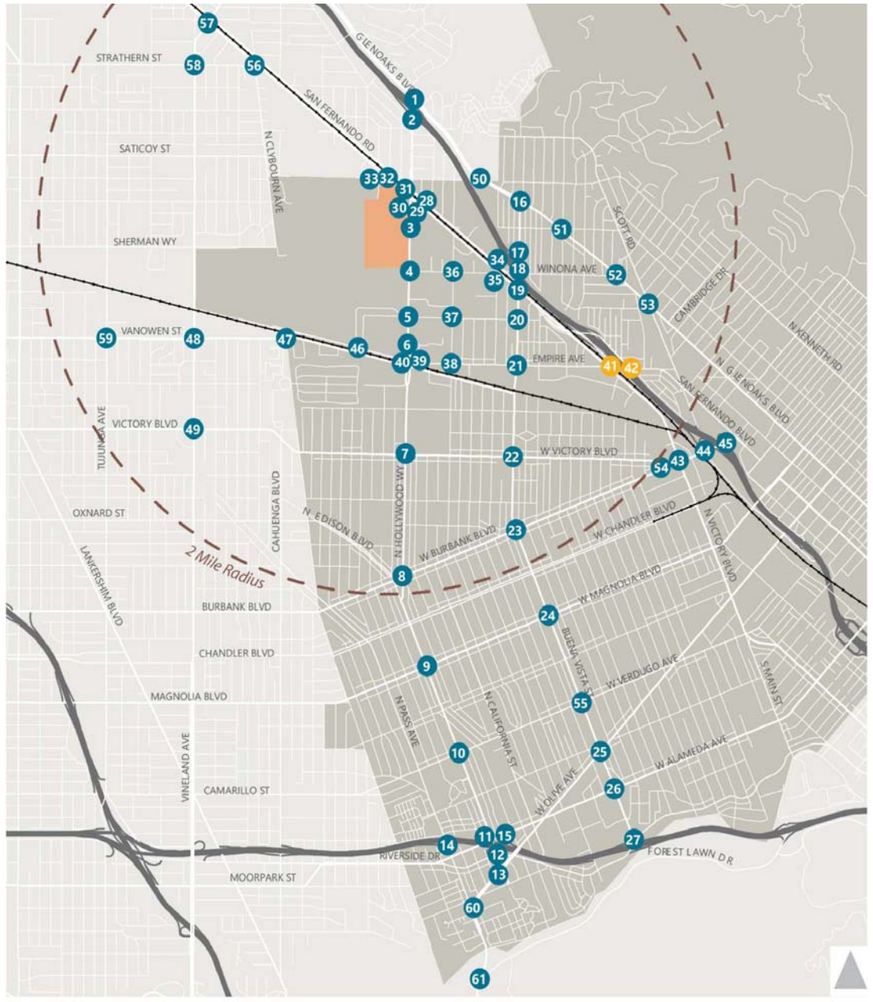


Figure 6
Peak Hour Traffic Volumes and Lane Configurations
Existing - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

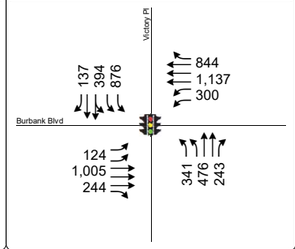
41. I-5 SB Ramps/Empire Ave

Future Intersection

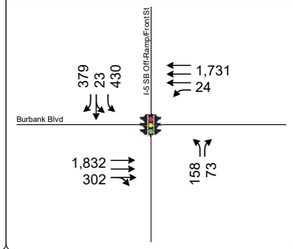
42. I-5 NB Ramps/San Fernando Blvd

Future Intersection

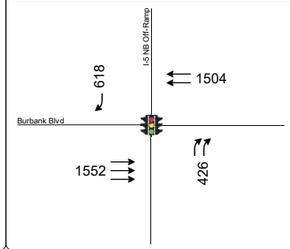
43. Victory Pl/Burbank Blvd



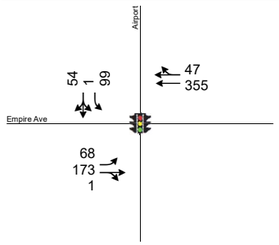
44. I-5 SB Off-Ramp/Front St/Burbank Blvd



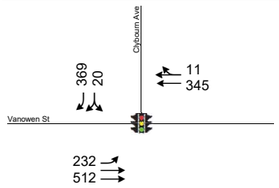
45. I-5 NB Off-Ramp/Burbank Blvd



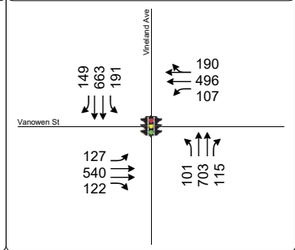
46. Airport/Empire Ave



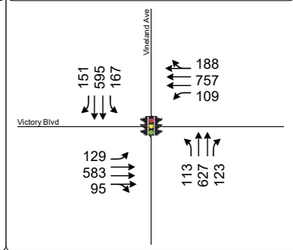
47. Clybourn Ave/Vanowen St



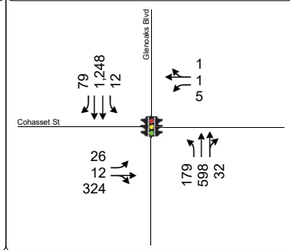
48. Vineland Ave/Vanowen St



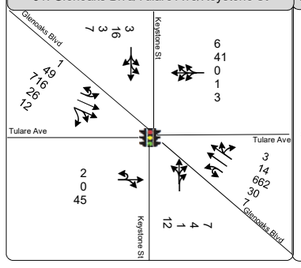
49. Vineland Ave/Victory Blvd



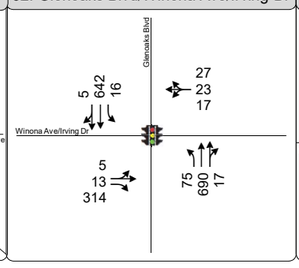
50. Glenoaks Blvd/Cohasset St



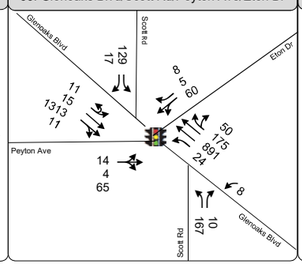
51. Glenoaks Blvd/Tulare Ave/Keystone St



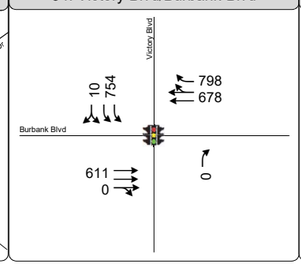
52. Glenoaks Blvd/Winona Ave/Irving Dr



53. Glenoaks Blvd/Scott Rd/Peyton Ave/Eton Dr



54. Victory Blvd/Burbank Blvd



55. Buena Vista St/Verdugo Ave

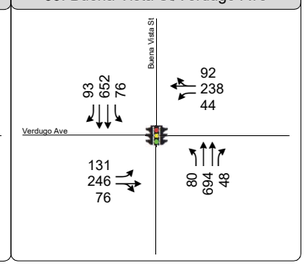
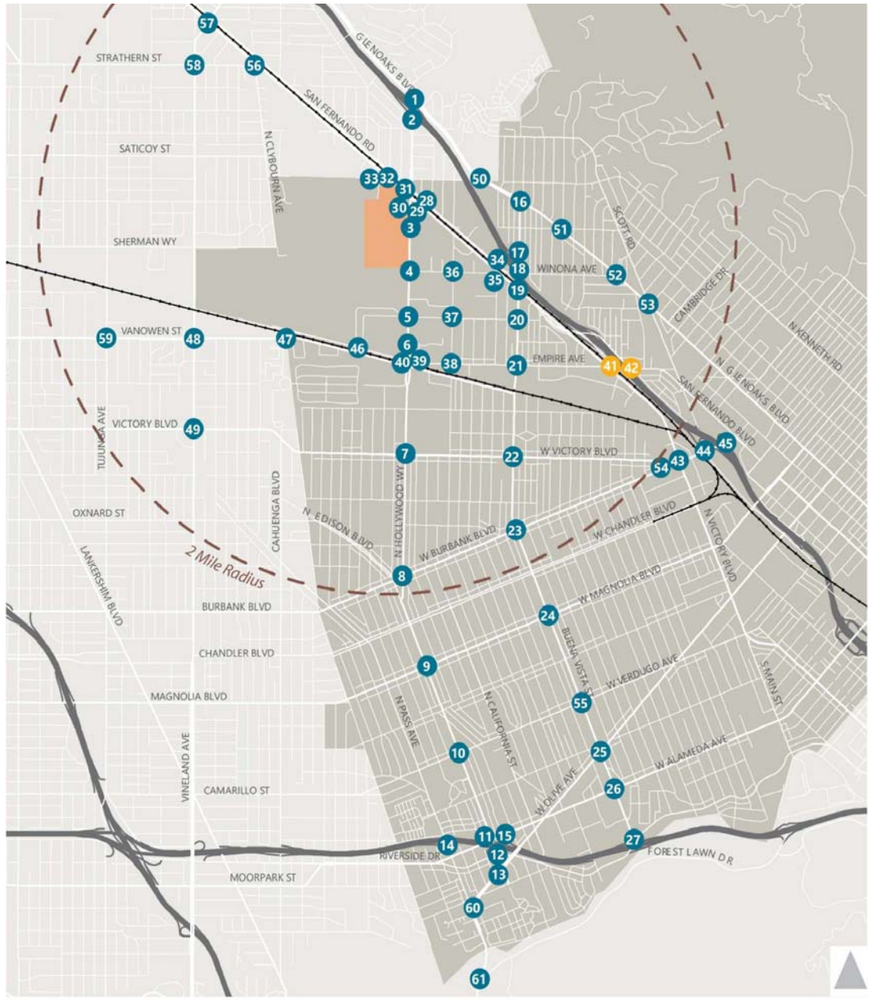


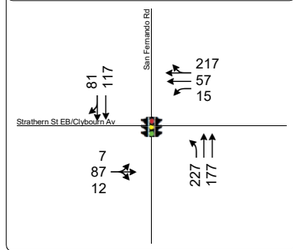
Figure 6
Peak Hour Traffic Volumes and Lane Configurations
Existing - Weekend Midday



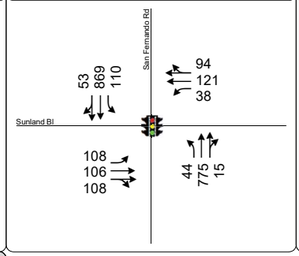
Study Intersections

- Current
- Future
- Project Site

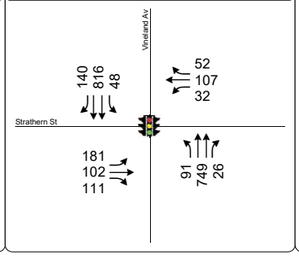
56. San Fernando Rd/Strathern St EB/Clybourn Av



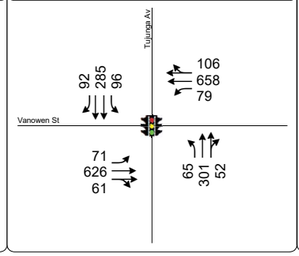
57. San Fernando Rd/Sunland Bl



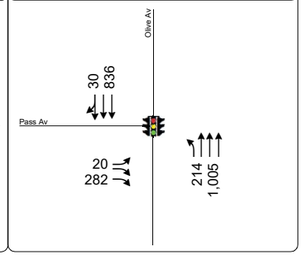
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

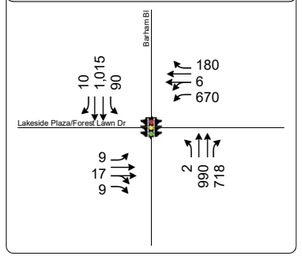


Figure 6
Peak Hour Traffic Volumes and Lane Configurations
Existing - Weekend Midday

TABLE 3
EXISTING (2017) LEVEL OF SERVICE ANALYSIS FOR SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Existing (2017)	
				V/C or Delay	LOS
1	N Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.490	A
			PM	0.456	A
			WKEND	0.398	A
3	N Hollywood Way & Tulare Ave	Burbank	AM	0.504	A
			PM	0.656	B
			WKEND	0.410	A
4	N Hollywood Way & Winona Ave	Burbank	AM	0.564	A
			PM	0.819	D
			WKEND	0.506	A
5	N Hollywood Way & Thornton Ave	Burbank	AM	0.867	D
			PM	0.756	C
			WKEND	0.605	B
6	N Hollywood Way & N Avon St	Burbank	AM	0.663	B
			PM	0.687	B
			WKEND	0.538	A
7	N Hollywood Way & W Victory Blvd	Burbank	AM	0.883	D
			PM	0.972	E
			WKEND	0.683	B
8	N Hollywood Way & Burbank Blvd	Burbank	AM	0.853	D
			PM	0.832	D
			WKEND	0.595	A
9	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.849	D
			PM	0.876	D
			WKEND	0.690	B
10	N Hollywood Way & Verdugo Ave	Burbank	AM	0.772	C
			PM	0.840	D
			WKEND	0.545	A
11	N Hollywood Way & W Alameda Ave	Burbank	AM	0.744	C
			PM	0.669	B
			WKEND	0.418	A
12	N Hollywood Way & Riverside Dr	Burbank	AM	0.490	A
			PM	0.686	B
			WKEND	0.350	A
13	N Hollywood Way & W Olive Ave	Burbank	AM	0.592	A
			PM	0.760	C
			WKEND	0.500	A
14	Pass Ave & SR-134 EB Off-Ramp	Burbank/Caltrans	AM	0.686	B
			PM	0.682	B
			WKEND	0.355	A
15	SR-134 Ramps/N Cordova St & W Alameda Ave	Burbank/Caltrans	AM	0.592	A
			PM	0.555	A
			WKEND	0.340	A
16	N Buena Vista St & N Glenoaks Blvd	Burbank	AM	0.722	C
			PM	0.658	B
			WKEND	0.465	A
17	N Buena Vista St & I-5 NB Ramps	Burbank/Caltrans	AM	0.891	D
			PM	1.035	F
			WKEND	0.521	A
18	N Buena Vista St & Winona Ave	Burbank	AM	0.762	C
			PM	0.840	D
			WKEND	0.843	D
19	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.839	D
			PM	0.682	B
			WKEND	0.618	B
20	N Buena Vista St & Thornton Ave	Burbank	AM	0.541	A
			PM	0.581	A
			WKEND	0.278	A
21	N Buena Vista St & W Empire Ave	Burbank	AM	0.551	A
			PM	0.625	B
			WKEND	0.462	A
22	N Buena Vista St & W Victory Blvd	Burbank	AM	0.835	D
			PM	0.935	E
			WKEND	0.692	B

TABLE 3
EXISTING (2017) LEVEL OF SERVICE ANALYSIS FOR SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Existing (2017)	
				V/C or Delay	LOS
23	N Buena Vista St & Burbank Blvd	Burbank	AM	0.842	D
			PM	0.817	D
			WKEND	0.641	B
24	N Buena Vista St & Magnolia Blvd	Burbank	AM	0.896	D
			PM	0.896	D
			WKEND	0.680	B
25	N Buena Vista St & W Olive Ave	Burbank	AM	0.853	D
			PM	0.824	D
			WKEND	0.582	A
26	S Buena Vista St & W Alameda Ave	Burbank	AM	0.707	C
			PM	0.896	D
			WKEND	0.509	A
27	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.796	C
			PM	0.764	C
			WKEND	0.527	A
28	N Hollywood Way NB Off-Ramp & N San Fernando Blvd	Burbank	AM	0.319	A
			PM	0.206	A
			WKEND	0.305	A
31	N Hollywood Way SB Ramps & N San Fernando Blvd	Burbank	AM	0.287	A
			PM	0.234	A
			WKEND	0.262	A
36	N Ontario St & Winona Ave	Burbank	AM	0.187	A
			PM	0.170	A
			WKEND	0.057	A
37	N Ontario St & Thornton Ave	Burbank	AM	0.483	A
			PM	0.405	A
			WKEND	0.165	A
38	N Ontario St & W Empire Ave	Burbank	AM	0.264	A
			PM	0.285	A
			WKEND	0.138	A
39	N Avon St & W Empire Ave	Burbank	AM	0.256	A
			PM	0.354	A
			WKEND	0.224	A
40	N Hollywood Way & W Empire Ave	Burbank	AM	0.266	A
			PM	0.309	A
			WKEND	0.205	A
43	N Victory Pl & W Burbank Blvd	Burbank	AM	0.719	C
			PM	0.798	C
			WKEND	0.820	D
44	I-5 SB Off-Ramp/N Front St & E Burbank Blvd	Burbank/Caltrans	AM	0.867	D
			PM	0.931	E
			WKEND	0.893	D
45	I-5 NB Off-Ramp & W Burbank Blvd	Burbank/Caltrans	AM	0.497	A
			PM	0.539	A
			WKEND	0.658	B
46	Airport & W Empire Ave	Burbank	AM	0.365	A
			PM	0.368	A
			WKEND	0.246	A
47	Clybourn Ave & Vanowen St [2]	Burbank	AM	0.740	C
			PM	0.772	C
			WKEND	0.447	A
		Los Angeles	AM	0.409	A
			PM	0.492	A
			WKEND	0.243	A
48	Vineland Ave & Vanowen St	Los Angeles	AM	0.828	D
			PM	0.925	E
			WKEND	0.611	B
49	Vineland Ave & Victory Blvd	Los Angeles	AM	0.663	B
			PM	0.661	B
			WKEND	0.517	A
50	N Glenoaks Blvd & Cohasset St [2]	Burbank	AM	0.787	C
			PM	0.705	C
			WKEND	0.792	C
		Los Angeles	AM	0.726	C
			PM	0.639	B
			WKEND	0.732	C

TABLE 3
EXISTING (2017) LEVEL OF SERVICE ANALYSIS FOR SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Existing (2017)	
				V/C or Delay	LOS
51	N Glenoaks Blvd & Tulare Ave/Keystone St [3]	Burbank	AM	0.514	A
			PM	0.446	A
			WKEND	0.353	A
52	N Glenoaks Blvd & Winona Ave/Irving Dr	Burbank	AM	0.517	A
			PM	0.524	A
			WKEND	0.437	A
53	Scott Rd & Glenoaks Blvd/Peyton Ave [3]	Burbank	AM	1.103	F
			PM	0.825	D
			WKEND	0.704	C
54	Burbank Blvd & Victory Blvd	Burbank	AM	0.476	A
			PM	0.449	A
			WKEND	0.426	A
55	Buena Vista St & Verdugo Ave	Burbank	AM	0.862	D
			PM	0.877	D
			WKEND	0.578	A
56	San Fernando Rd & Strathern St EB/Clybourn Ave	Los Angeles	AM	0.950	E
			PM	0.639	B
			WKEND	0.372	A
57	San Fernando Rd & Sunland Blvd	Los Angeles	AM	0.653	B
			PM	0.601	B
			WKEND	0.424	A
58	Vineland Ave & Strathern St	Los Angeles	AM	0.561	A
			PM	0.559	A
			WKEND	0.425	A
59	Tujunga Ave & Vanowen St	Los Angeles	AM	0.635	B
			PM	0.662	B
			WKEND	0.384	A
60	Olive Ave & Pass Ave	Burbank	AM	0.720	C
			PM	0.773	C
			WKEND	0.453	A
61	Barham Blvd & Lakeside Plaza/Forest Lawn Dr	Los Angeles	AM	0.932	E
			PM	0.842	D
			WKEND	0.576	A

Notes:

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:
City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology
unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)
City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;
signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

[3] 6-legged intersection, v/c calculated by hand

TABLE 4
EXISTING (2017) LEVEL OF SERVICE ANALYSIS FOR UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	INTERSECTION CONTROL	JURISDICTION [1]	PEAK HOUR	Existing (2017)	
					V/C or Delay	LOS
29	N Hollywood Way NB & San Fernando Rd WB Ramps	Un-Controlled	Burbank	AM	0.0	A
				PM	0.0	A
				WKEND	0.0	A
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps	TWSC	Burbank	AM	22.6	C
				PM	11.5	B
				WKEND	11.6	B
32	N San Fernando Blvd & Cohasset St [2]	TWSC	Burbank/Los Angeles	AM	13.0	B
				PM	11.2	B
				WKEND	9.6	A
33	Kenwood St & Cohasset St [2]	TWSC	Burbank/Los Angeles	AM	8.8	A
				PM	8.7	A
				WKEND	8.6	A
34	San Fernando Blvd & I-5 SB Ramps	AWSC	Burbank	AM	17.4	C
				PM	28.9	D
				WKEND	36.2	E
35	N San Fernando Blvd & Winona Ave	TWSC	Burbank	AM	14.8	B
				PM	12.2	B
				WKEND	12.1	B

Notes:

TWSC Two-way stop controlled intersections

AWSC All-way stop controlled intersections

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:

City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology

unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)

City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;

signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] For unsignalized intersections on the boarder between the City of Los Angeles and the City of Burbank, HCM 2000 LOS methodology is shown here; signal warrant analysis is also conducted

3. TRAFFIC PROJECTIONS

PROJECT TRAFFIC

The development of traffic generation estimates for the proposed project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment. For the purposes of this report, the terms "traffic" and "trips" generally refer to vehicle trips.

Project Traffic Generation

The proposed project consists of creative office space, retail, restaurant, creative industrial space, and a hotel. Trip generation rates from the Institute of Transportation Engineers (ITE) in conjunction with the City of Burbank were used to estimate trip making characteristics for these land uses. In case of weekday trips to the creative office space and the industrial park, the ITE trip generation equations were used instead of the linear trip generation rate, as recommended by ITE. For all other land uses, the ITE trip generation rate has been used for weekdays. The ITE trip generation rate has also been used for weekend trips for all the above land uses.

The total number of project trips have been reduced by attributing a portion of the trips to and from the mixed use site using transit. The total number of project trips have also been reduced by the expected internal capture of the proposed project. Internal capture refers to trips generated by mixed use developments where trips to or from two land uses in the proposed project are made by just one vehicle trip entering or leaving the project site. Such trips may include those made by residents patronizing the on-site retail before or after their commute to work. Internal capture results in a lower number of total vehicles entering and leaving the project site, which in turn reduces the total number of vehicles on the roadway network.

The proposed project, following the application of the trip generation credits described above, would generate approximately 8,984 net daily trips, including 897 and 1,128 trips in the AM and PM peak hours, respectively. The project is estimated to generate 599 trips during the weekend mid-day peak hour. Table 5 shows the trip generation for the project.

TABLE 5
PROJECT TRIP GENERATION ESTIMATE

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]											Estimated Trip Generation									
			Daily	AM Peak Hour			Weekend Mid-Day Peak Hour			PM Peak Hour			Trip Rate	Daily	AM Peak Hour Trips			Weekend Mid-Day Peak Hour			PM Peak Hour Trips		
			Rate	Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Unit	Trips	In	Out	Total	In	Out	Total	In	Out	Total
Creative Office	710	142.25 ksf	[e]	[e]	88%	12%	0.43	54%	46%	[e]	17%	83%	per ksf	1,716	223	31	254	33	28	61	40	198	238
Transit credit [c]			*10%*		*10%*	*10%*		*10%*	*10%*		*10%*	*10%*		(172)	(22)	(3)	(25)	(3)	(3)	(6)	(4)	(20)	(24)
Net Driveway Trips														1,544	201	28	229	30	25	55	36	178	214
High Turnover Restaurant	932	7.74 ksf	127.15	10.81	55%	45%	14.07	53%	47%	9.85	60%	40%	per ksf	984	46	38	84	58	51	109	46	30	76
Internal capture [b]			*20%*		*20%*	*20%*		*20%*	*20%*		*20%*	*20%*		(197)	(9)	(8)	(17)	(12)	(10)	(22)	(9)	(6)	(15)
Net Driveway Trips														787	37	30	67	46	41	87	37	24	61
Retail	820	7.74 ksf	42.70	0.96	62%	38%	4.82	52%	48%	3.71	48%	52%	per ksf	330	4	3	7	19	18	37	14	15	29
Internal capture [b]			*20%*		*20%*	*20%*		*20%*	*20%*		*20%*	*20%*		(66)	(1)	(1)	(2)	(4)	(4)	(8)	(3)	(3)	(6)
Net Driveway Trips														264	3	2	5	15	14	29	11	12	23
Industrial Park	130	1014.89 ksf	[d]	[d]	82%	18%	0.35	32%	68%	[d]	21%	79%	per ksf	5,743	483	106	589	114	241	355	173	649	822
Transit credit [c]			*10%*		*10%*	*10%*		*10%*	*10%*		*10%*	*10%*		(574)	(48)	(11)	(59)	(11)	(24)	(35)	(17)	(65)	(82)
Internal capture [b]			*0%*		*0%*	*0%*		*0%*	*0%*		0%	0%		0	0	0	0	0	0	0	0	0	0
Net Driveway Trips														5,169	435	95	530	103	217	320	156	584	740
Hotel	310	166 rooms	8.17	0.53	59%	41%	1	56%	44%	0.60	51%	49%	per room	1,356	52	36	88	67	53	120	51	49	100
Transit credit [c]			*10%*		*10%*	*10%*		*10%*	*10%*		*10%*	*10%*		(136)	(5)	(4)	(9)	(7)	(5)	(12)	(5)	(5)	(10)
Internal capture [b]			*0%*		*0%*	*40%*		*0%*	*0%*		0%	0%		0	0	(13)	(13)	0	0	0	0	0	0
Net Driveway Trips														1,220	47	19	66	60	48	108	46	44	90
Project Total														10,129	808	214	1,022	291	391	682	324	941	1,265
Internal capture [b]														(263)	(10)	(22)	(32)	(16)	(14)	(30)	(12)	(9)	(21)
Transit credit [c]														(882)	(75)	(18)	(93)	(21)	(32)	(53)	(26)	(90)	(116)
Project Total Trips														**8,984**	**723**	**174**	**897**	**254**	**345**	**599**	**286**	**842**	**1,128**

Notes:

a. Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012, unless otherwise noted. Weekend Mid-Day Peak Hour trip generation rates were determined based on the Saturday mid-day Peak Hour of the Generator

b. Internal capture represents the percentage of trips between land uses that occur within the site. This percentage is informed by MXD 2.0 Mixed Use Trip Generation Methodology, which incorporated the findings of NCHRP Project 8-51 as described in "Improved Estimation for Internal Trip Capture for Mixed-use Developments," ITE Journal, August 2010.

c. A credit was developed to account for transit, biking, and walking access to the project site.

d. Where available, ITE Industrial Park trip generation equations used rather than trip generation rate:
   Daily: T = 4.99(X) + 678.25, where T = trips, X = area in ksf
   AM Peak Hour: Ln(T) = 0.79 * Ln(X) + 0.91, where T = trips, X = area in ksf
   PM Peak Hour: T = 0.78(X) + 30.48, where T = trips, X = area in ksf

e. Where available, ITE Administrative Office trip generation equations used rather than linear trip generation rate:
   Daily: Ln(T) = 0.76 * Ln(X) + 3.68, where T = trips, X = area in ksf
   AM Peak Hour: Ln(T) = 0.8 * Ln(X) + 1.57, where T = trips, X = area in ksf
   PM Peak Hour: T = 1.12 * Ln(X) + 78.45, where T = trips, X = area in ksf

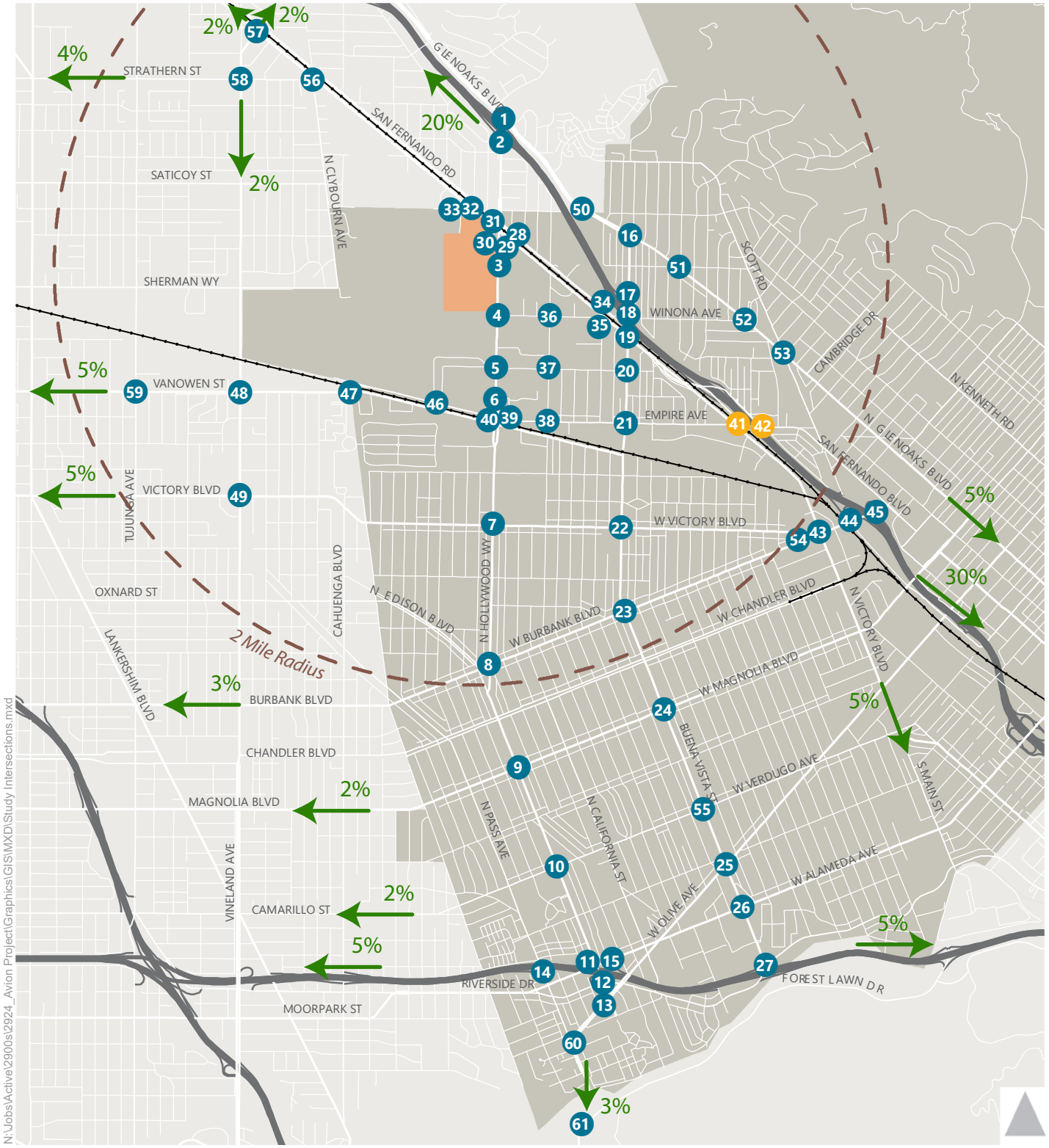
Project Traffic Distribution

The geographic distribution of the traffic generated by the proposed project depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed development are drawn, and the location of the project in relation to the surrounding street system.

The City's Travel Demand Model was used to develop the project trip distribution and represents a localized version of the regional Southern California Association of Governments (SCAG) model. The distribution pattern illustrated in Figure 7 was applied for project traffic, under both existing and future conditions.

Project Traffic Assignment

The traffic generated by the proposed project was assigned to the street network using the distribution patterns described in Figure 7. Figure 8 illustrates how project generated trips were assigned in the peak hours for the Existing plus Project scenario and the Future plus Project scenario. The assignment of project volumes differs between the existing and future conditions due to the opening of the new ramps for Interstate 5 at Empire Avenue.

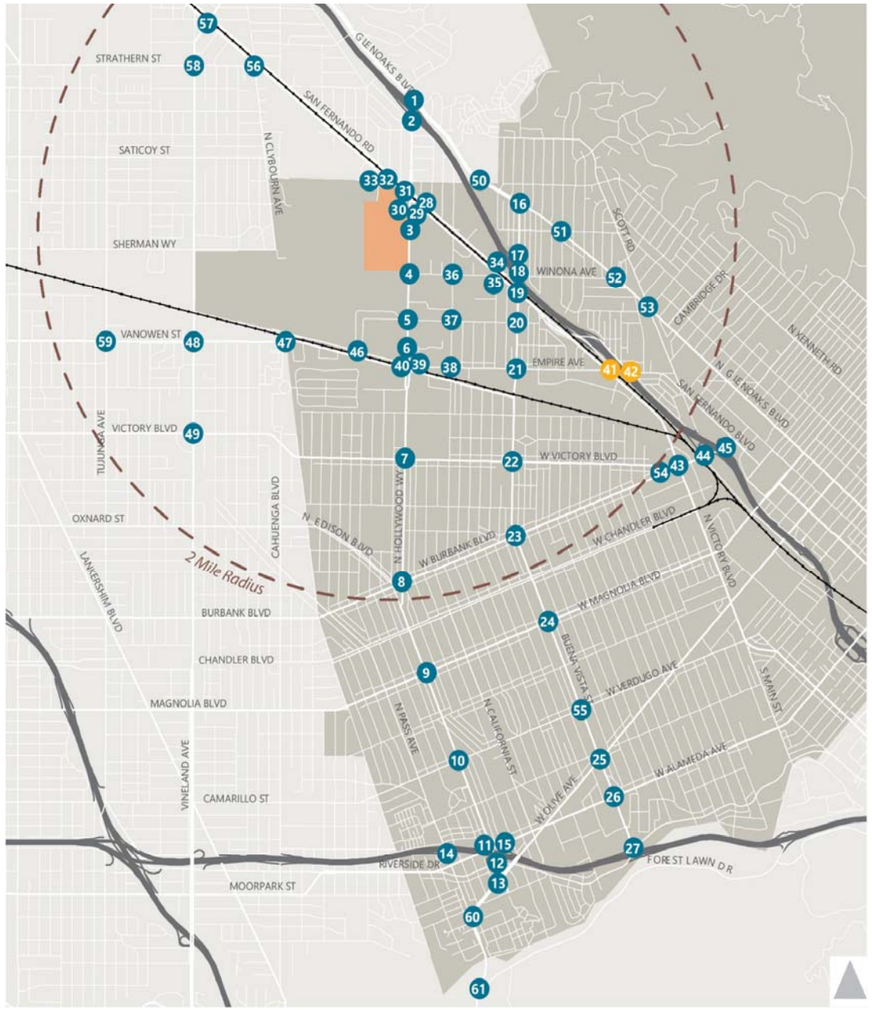


Study Intersections

- Current
- Future
- Project Site
- 3% → Project Distribution

Figure 7

Project Distribution



Study Intersections

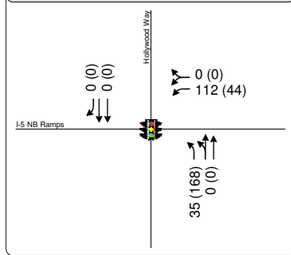
Current

Future

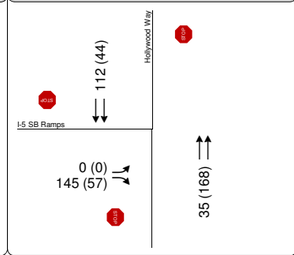
Project Site

AM (PM) Peak Hour Traffic Volume

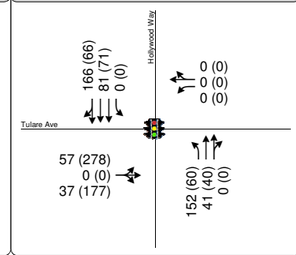
1. Hollywood Way/I-5 NB Ramps



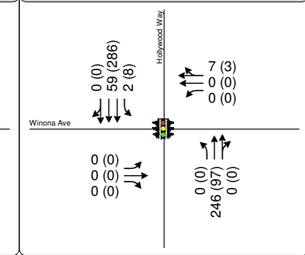
2. Hollywood Way/I-5 SB Ramps



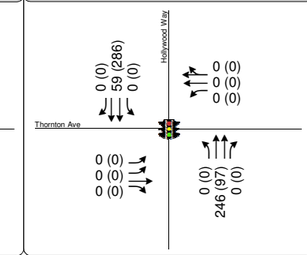
3. Hollywood Way/Tulare Ave



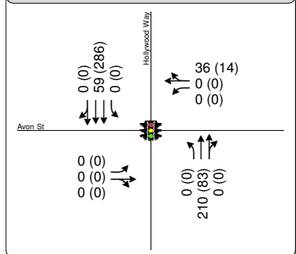
4. Hollywood Way/Winona Ave



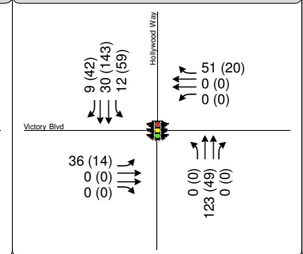
5. Hollywood Way/Thornton Ave



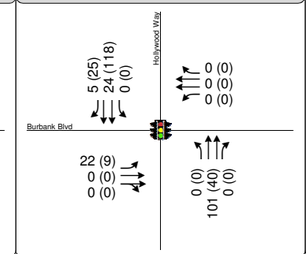
6. Hollywood Way/Avon St



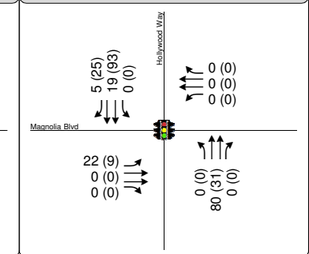
7. Hollywood Way/Victory Blvd



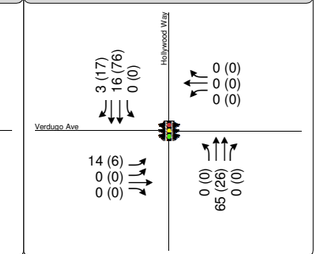
8. Hollywood Way/Burbank Blvd



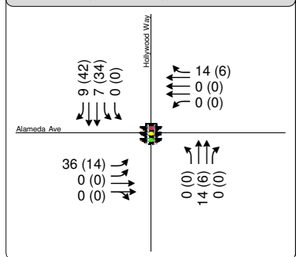
9. Hollywood Way/Magnolia Blvd



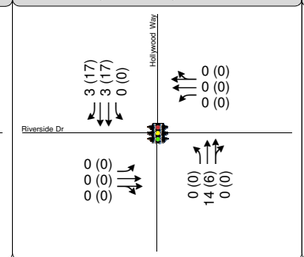
10. Hollywood Way/Verdugo Ave



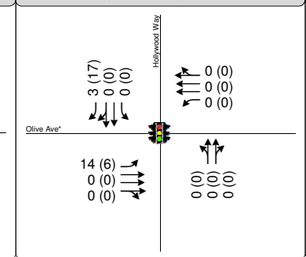
11. Hollywood Way/Alameda Ave



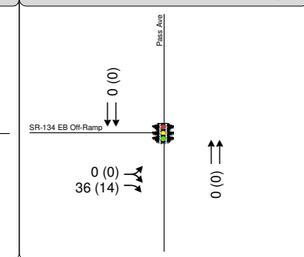
12. Hollywood Way/Riverside Dr



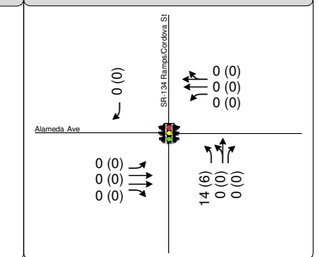
13. Hollywood Way/Olive Ave*



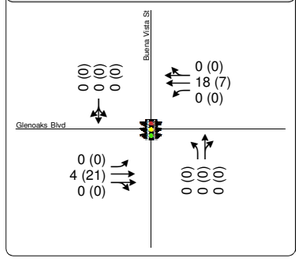
14. Pass Ave/SR-134 EB Off-Ramp



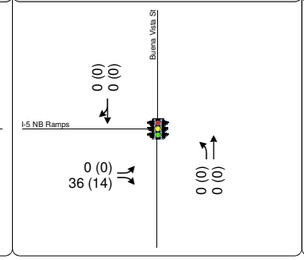
15. SR-134 Ramps/Cordova St/Alameda Ave



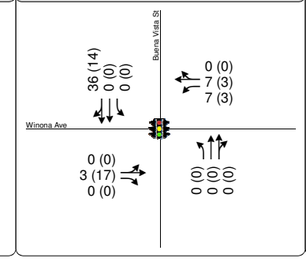
16. Buena Vista St/Glenoaks Blvd



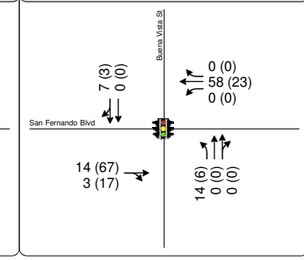
17. Buena Vista St/I-5 NB Ramps



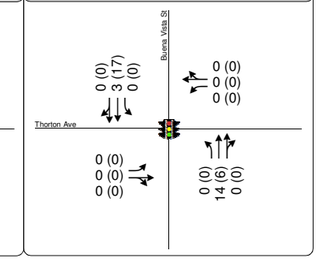
18. Buena Vista St/Winona Ave



19. Buena Vista St/San Fernando Blvd



20. Buena Vista St/Thorton Ave

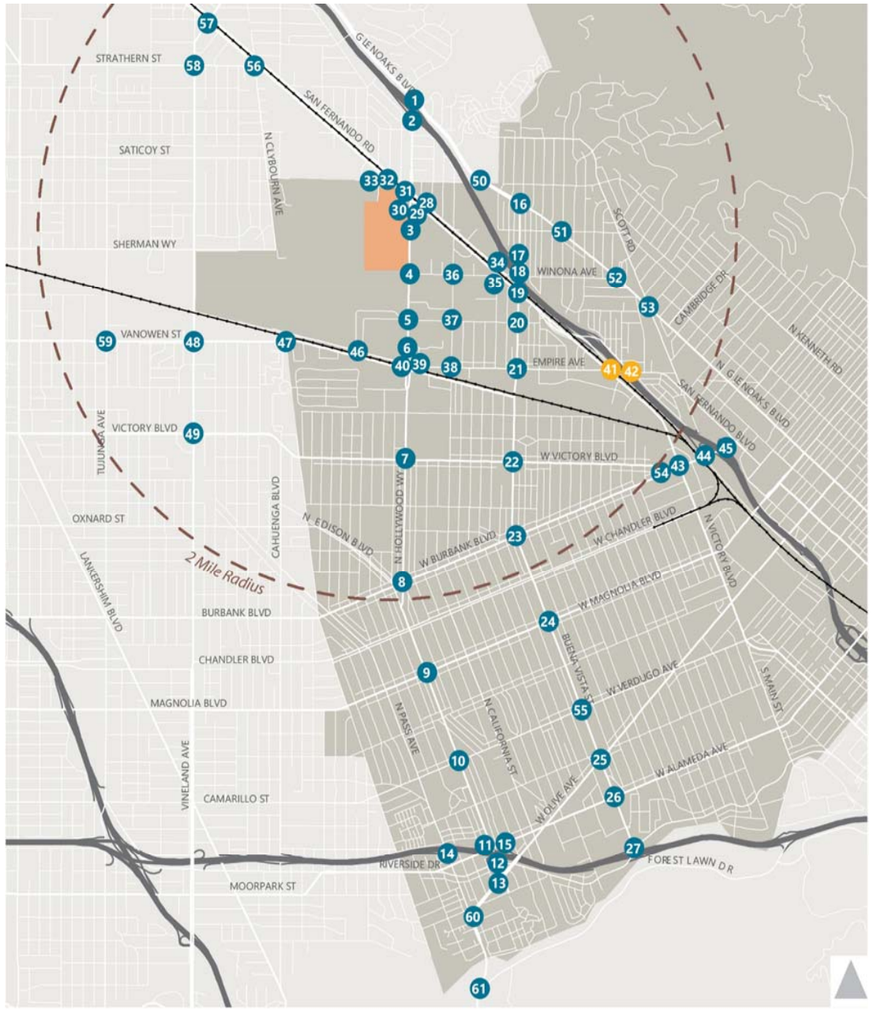


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 8

Peak Hour Traffic Volumes and Lane Configurations

Project Only, Existing Conditions - Weekday AM and PM



Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

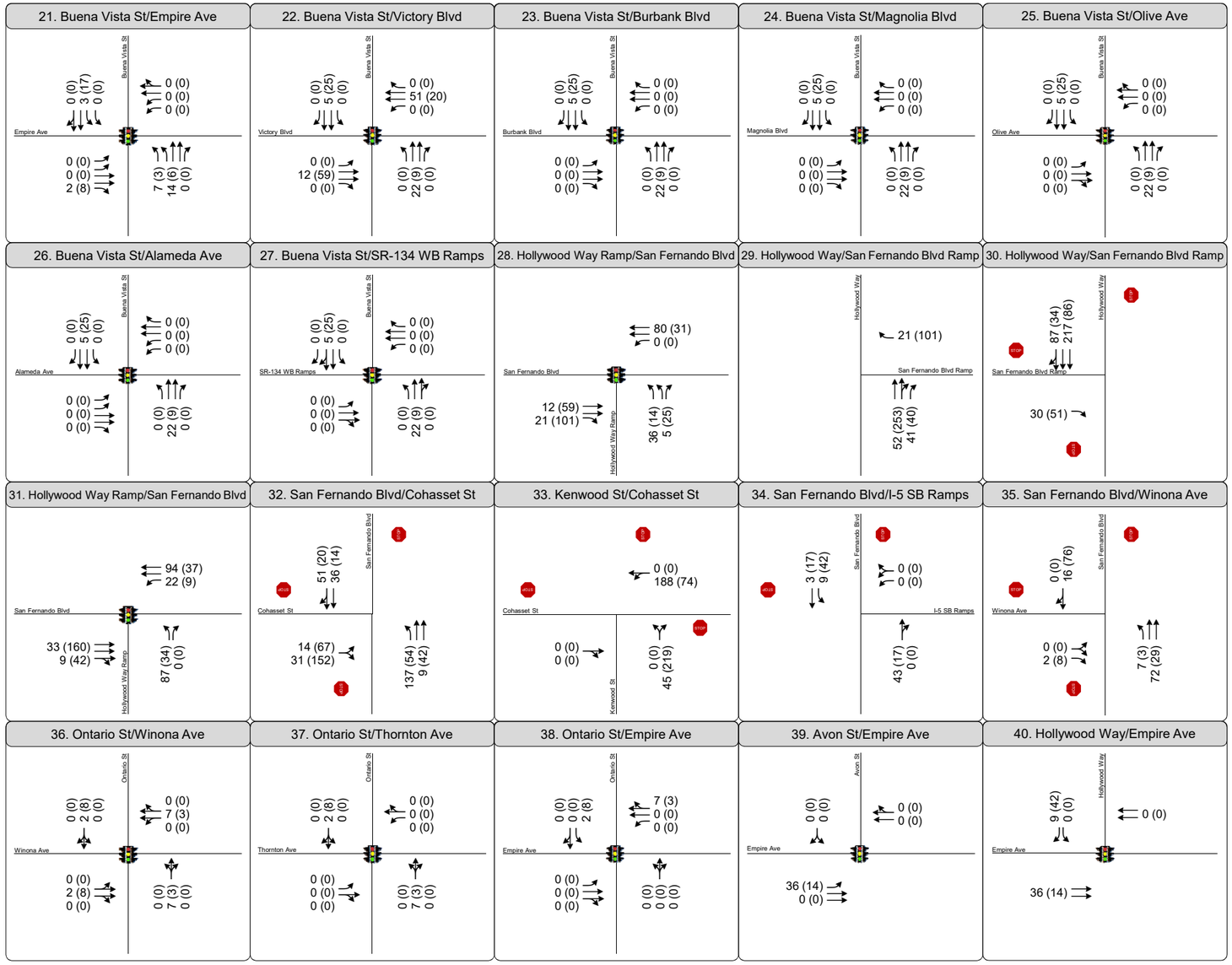
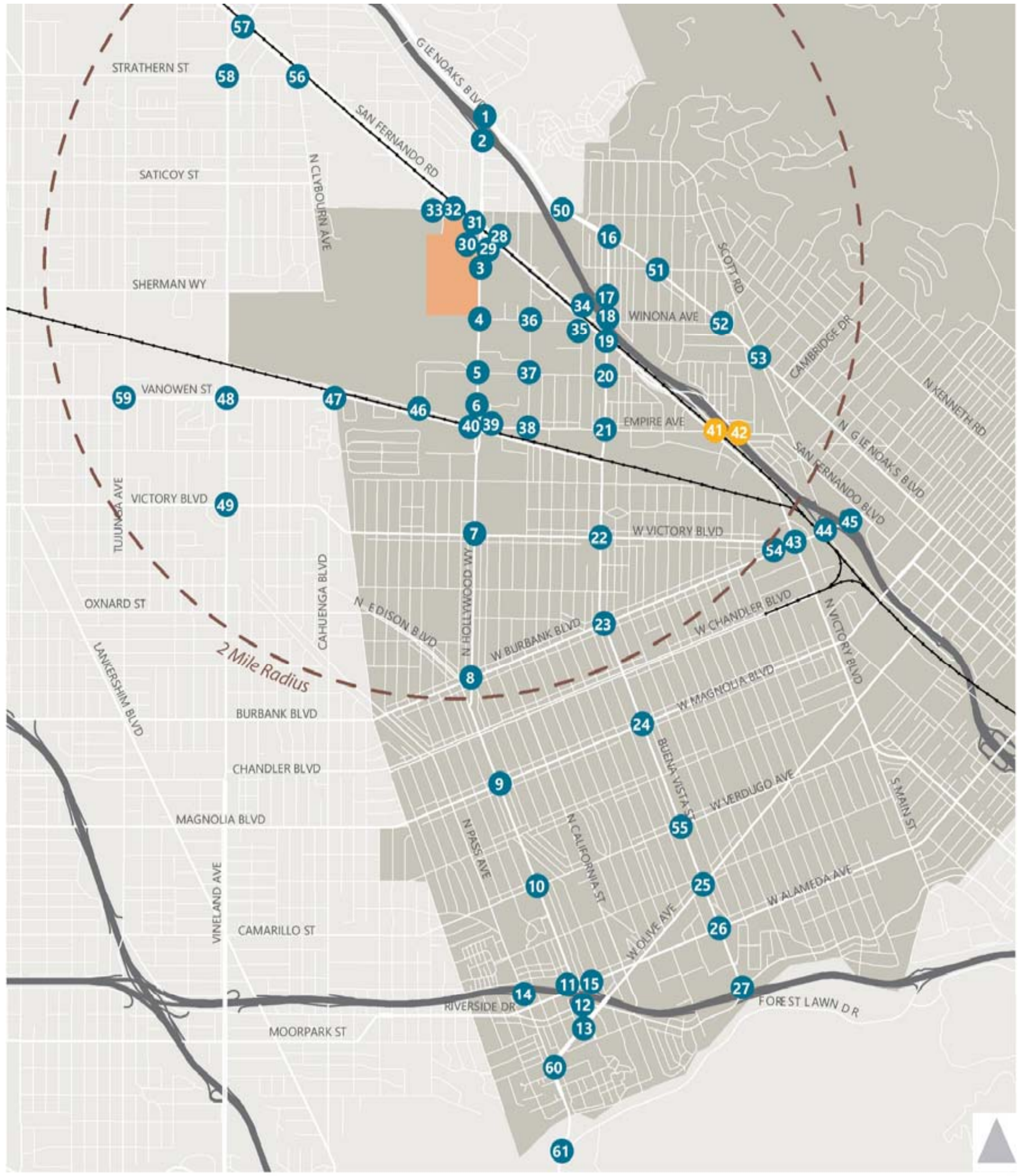
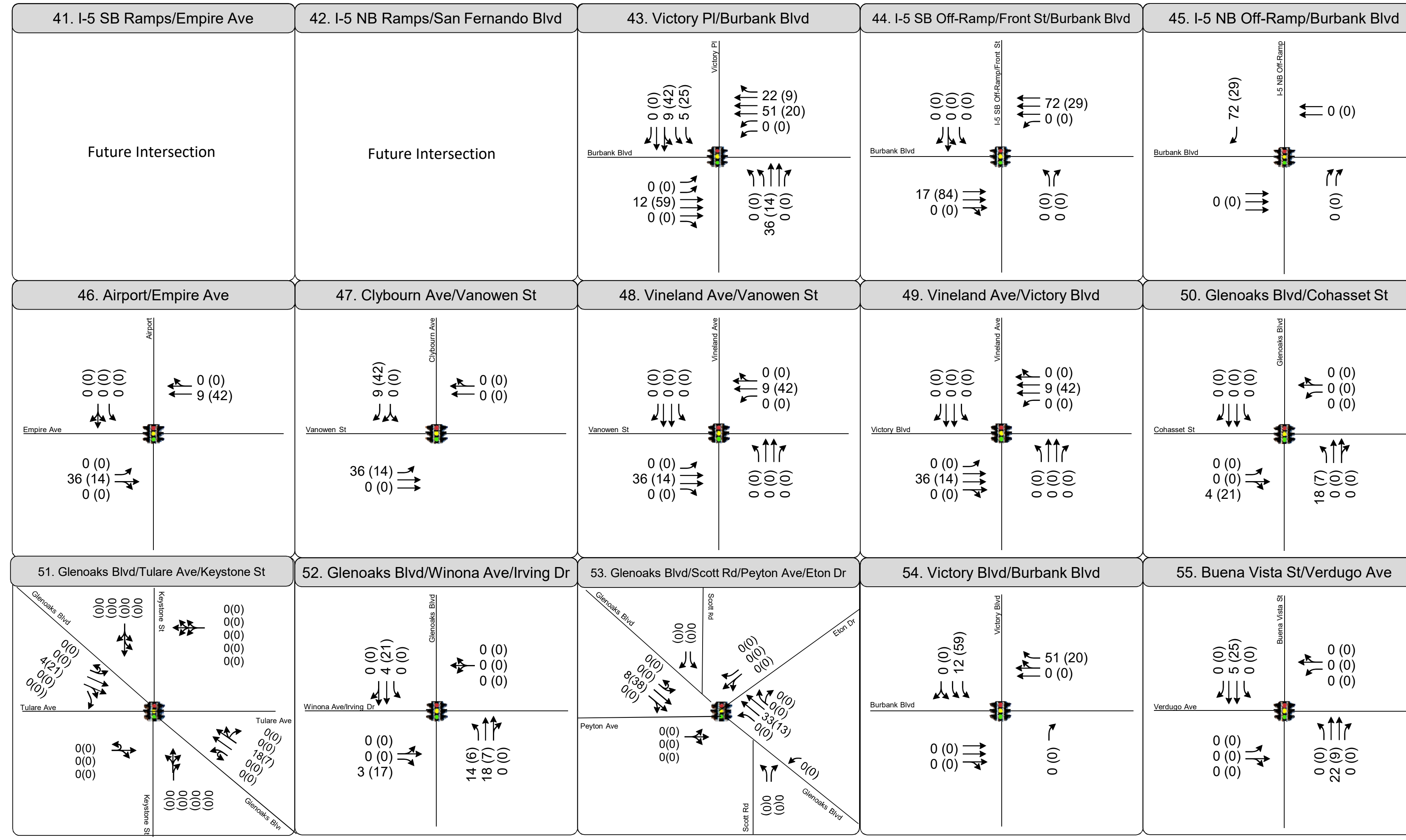


Figure 8

Peak Hour Traffic Volumes and Lane Configurations

Project Only, Existing Conditions - Weekday AM and PM





Study Intersections

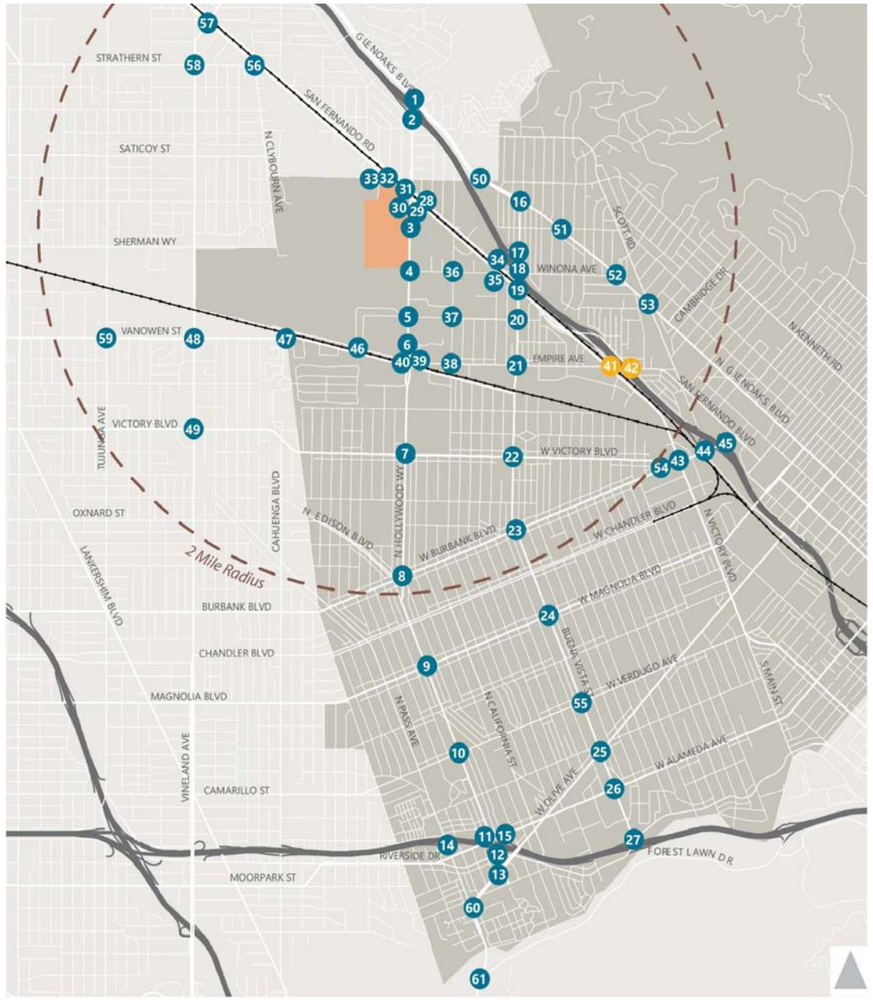
- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

Figure 8

Peak Hour Traffic Volumes and Lane Configurations

Project Only, Existing Conditions - Weekday AM and PM

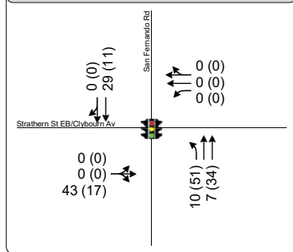


Study Intersections

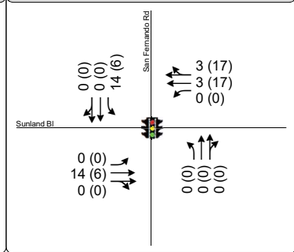
- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

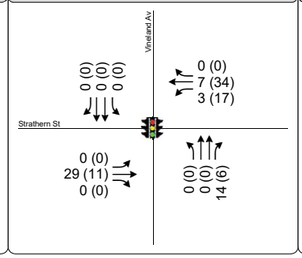
56. San Fernando Rd/Strathern St EB/Clybourn Av



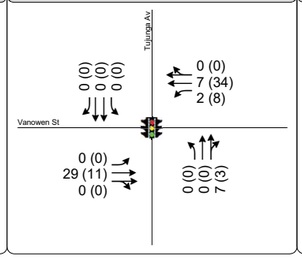
57. San Fernando Rd/Sunland Bl



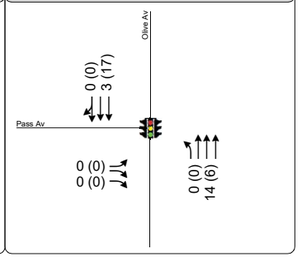
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

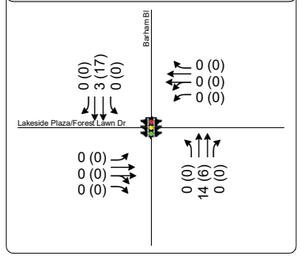
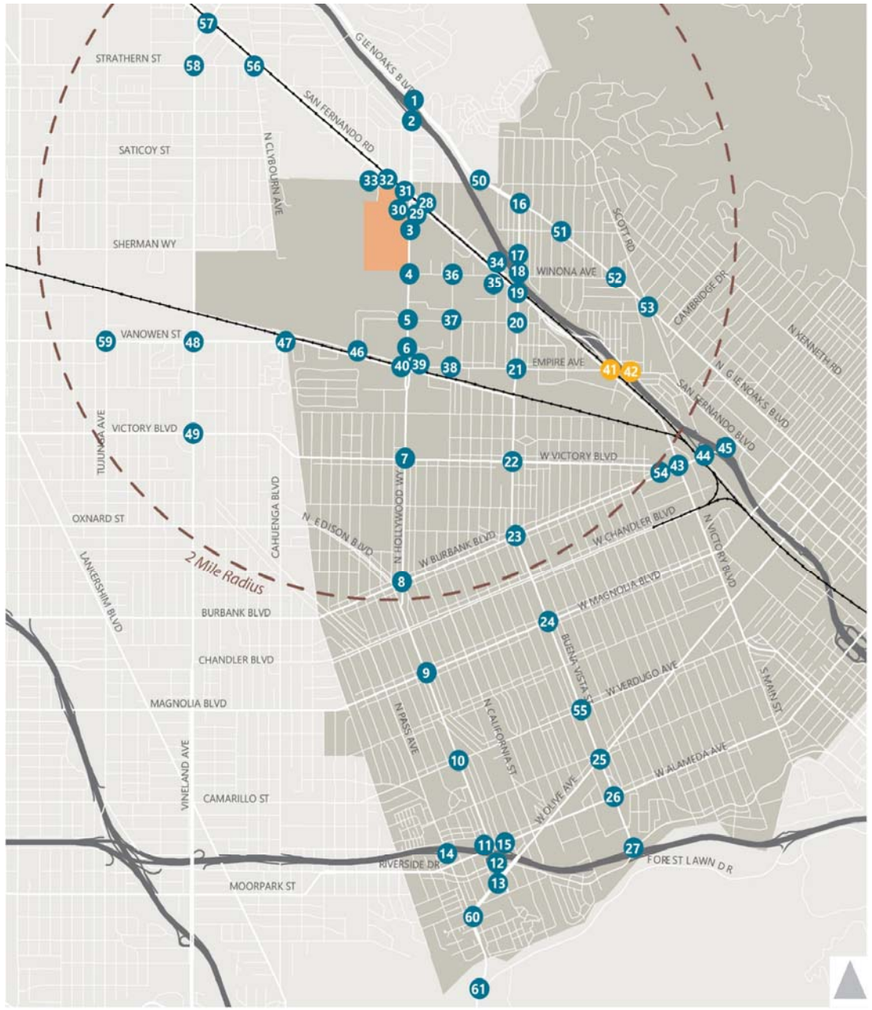


Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Project Only, Existing Conditions - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

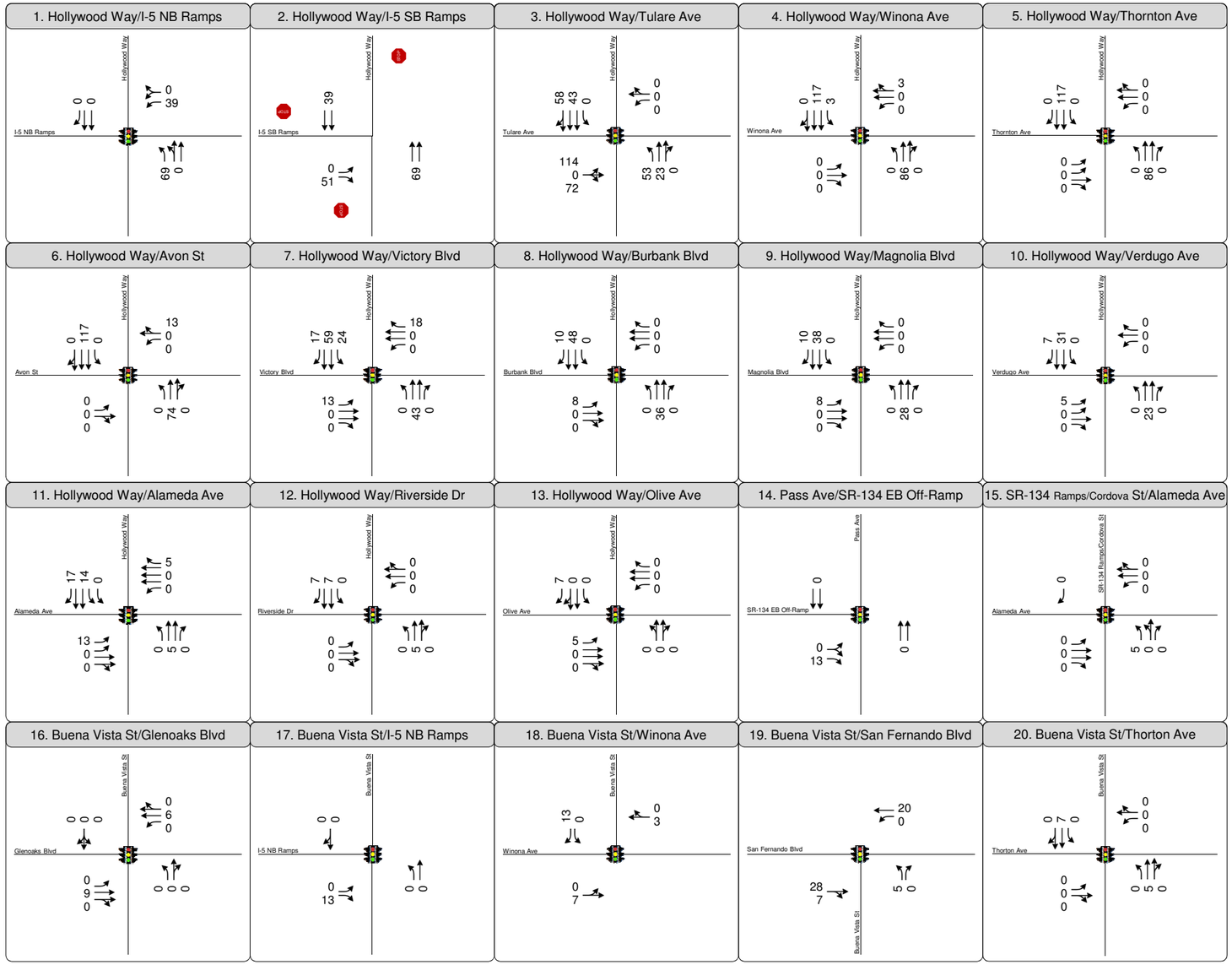
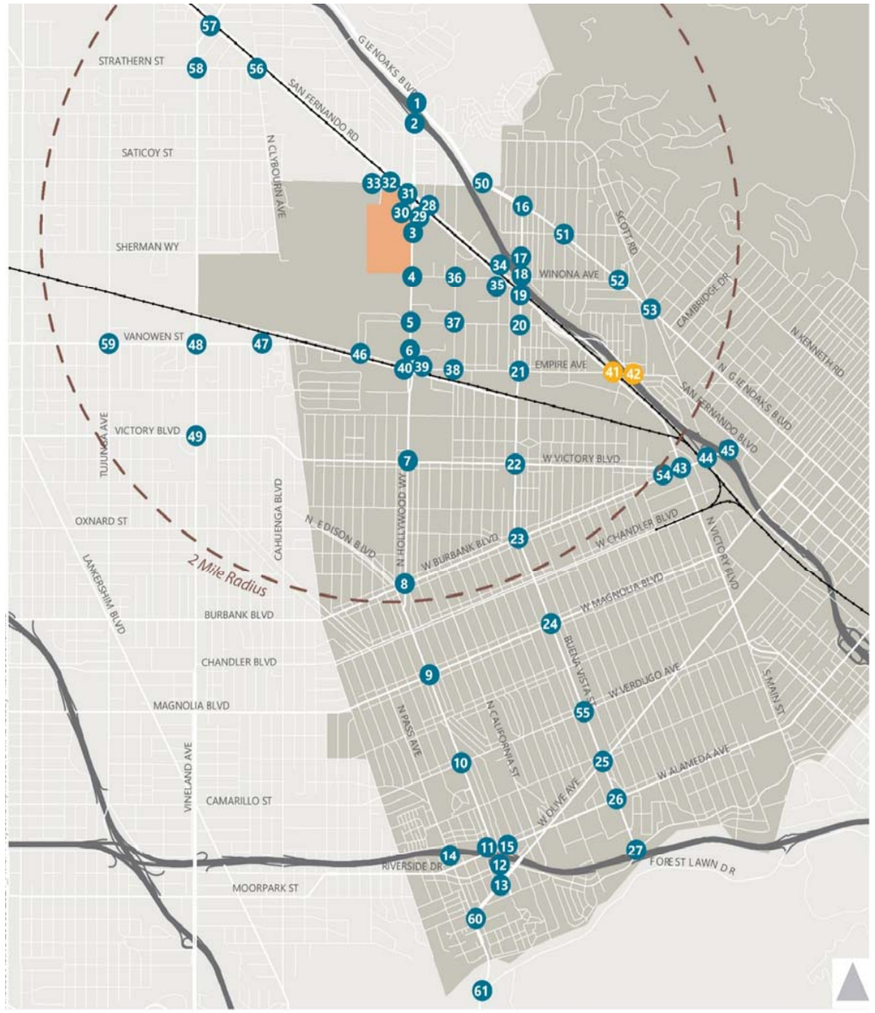


Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Project Only, Existing Conditions - Weekend Midday



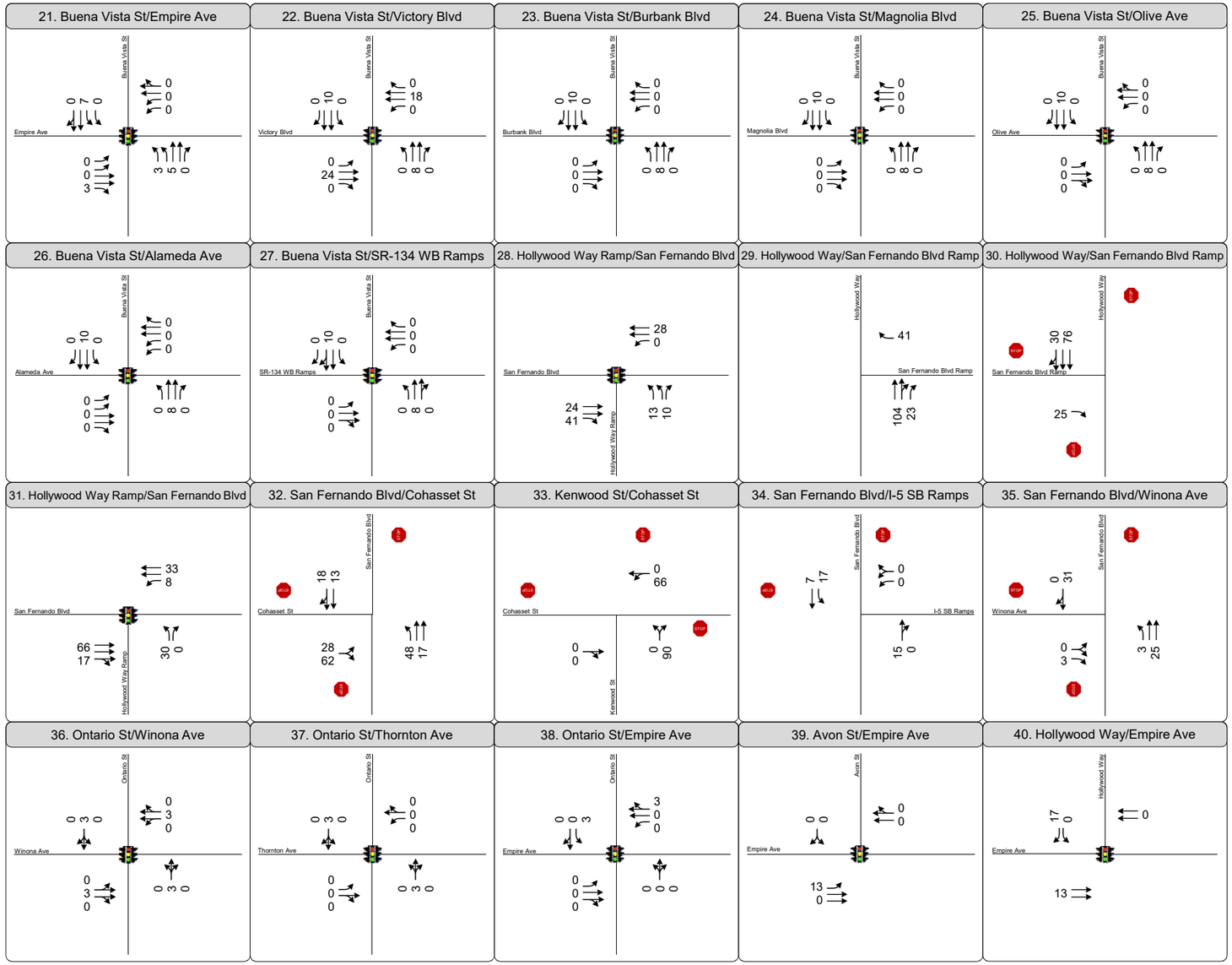
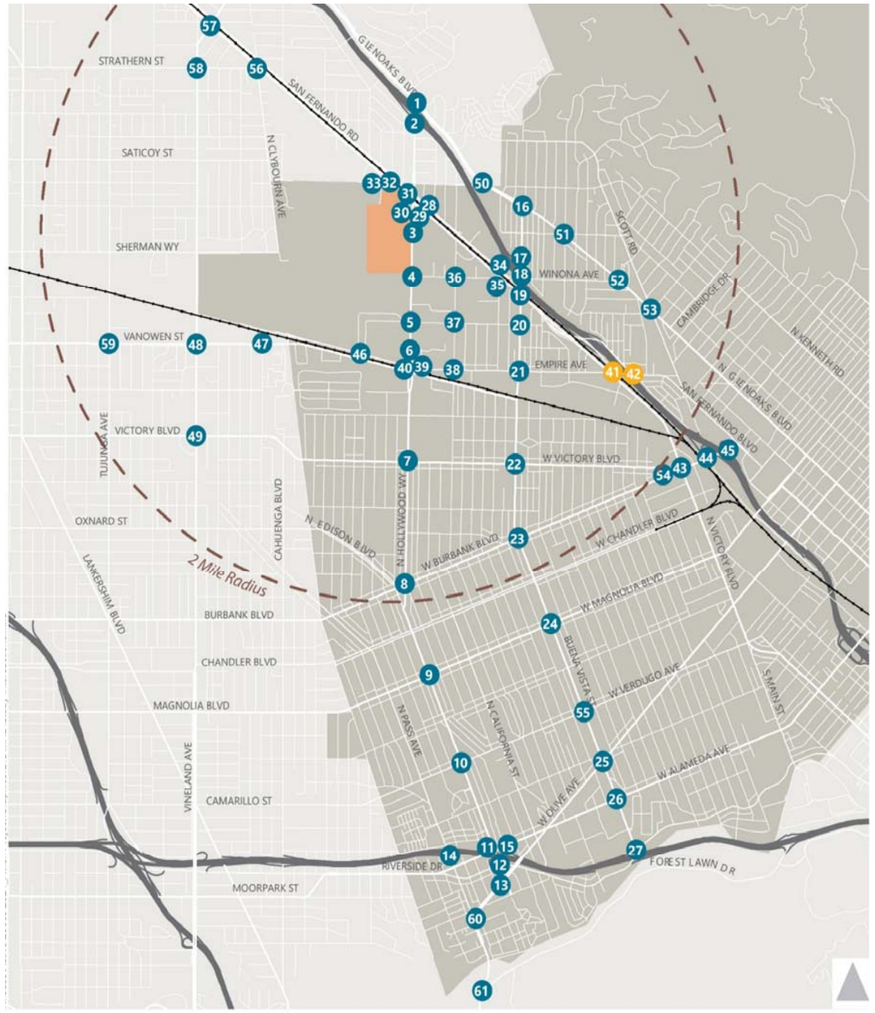


Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Project Only, Existing Conditions - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

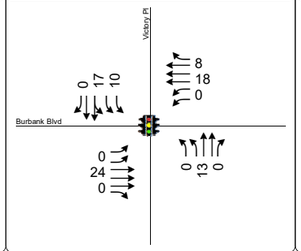
41. I-5 SB Ramps/Empire Ave

Future Intersection

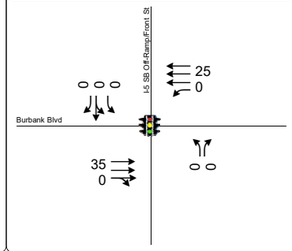
42. I-5 NB Ramps/San Fernando Blvd

Future Intersection

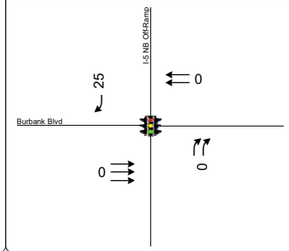
43. Victory Pl/Burbank Blvd



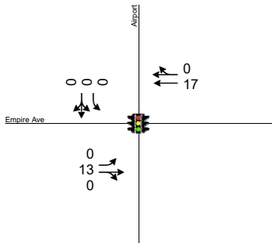
44. I-5 SB Off-Ramp/Front St/Burbank Blvd



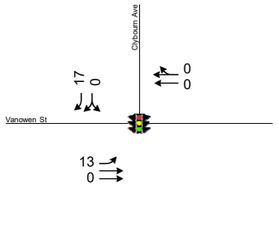
45. I-5 NB Off-Ramp/Burbank Blvd



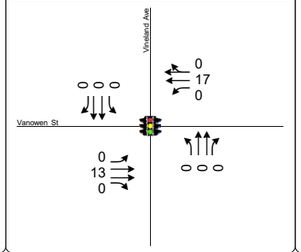
46. Airport/Empire Ave



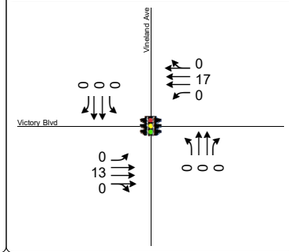
47. Clybourn Ave/Vanowen St



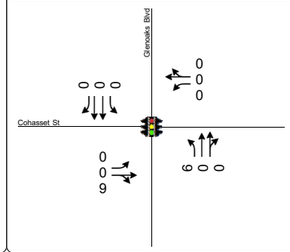
48. Vineland Ave/Vanowen St



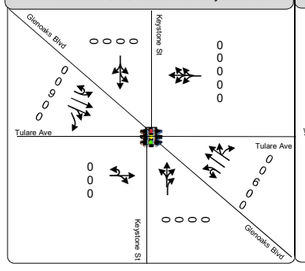
49. Vineland Ave/Victory Blvd



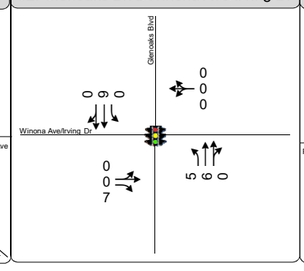
50. Glenoaks Blvd/Cohasset St



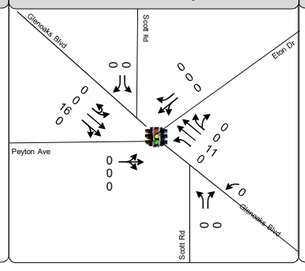
51. Glenoaks Blvd/Tulare Ave/Keystone St



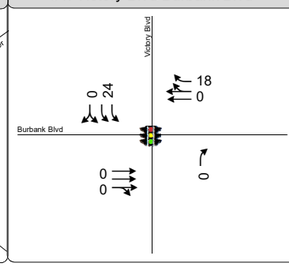
52. Glenoaks Blvd/Winona Ave/Irving Dr



53. Glenoaks Blvd/Scott Rd/Peyton Ave/Eton Dr



54. Victory Blvd/Burbank Blvd



55. Buena Vista St/Verdugo Ave

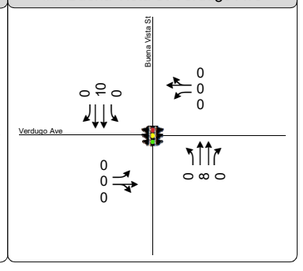
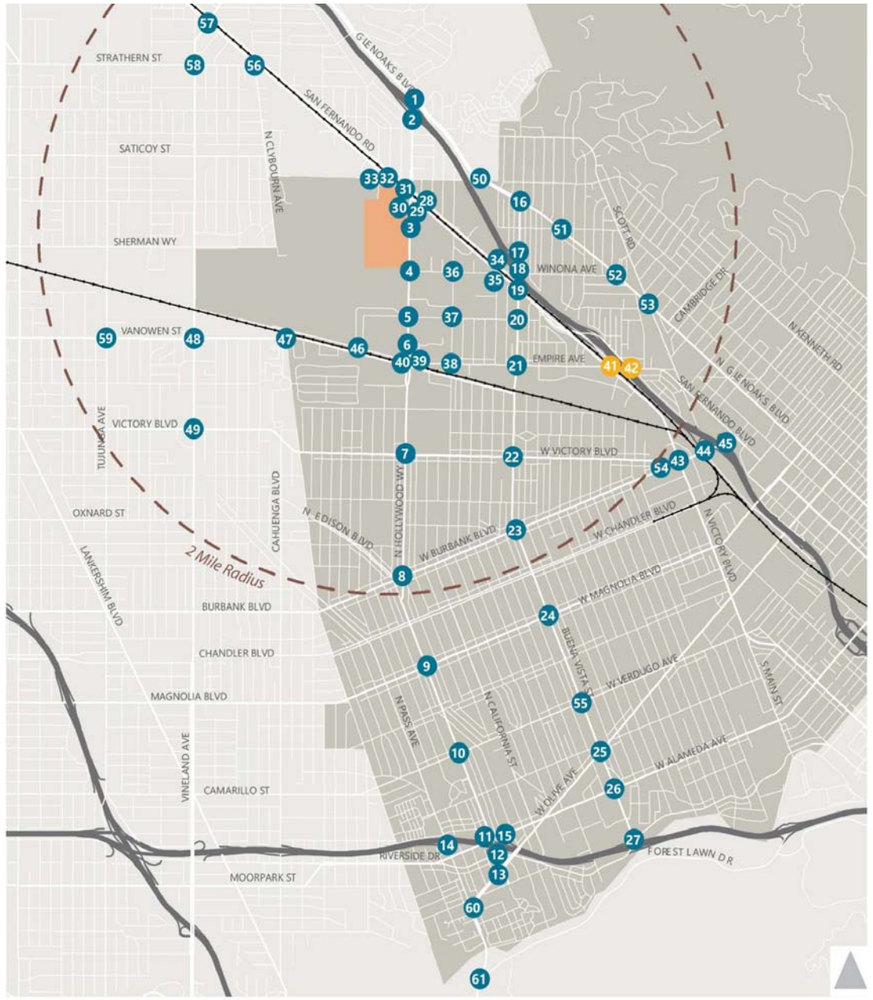
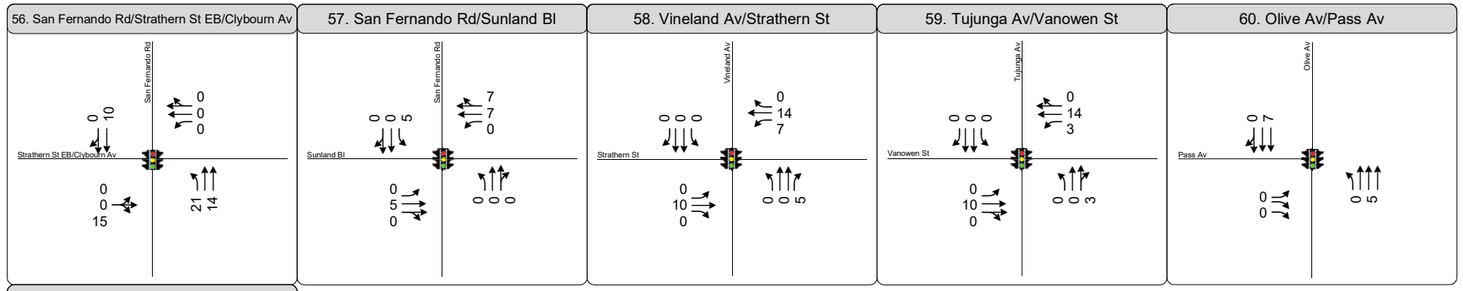


Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Project Only, Existing Conditions - Weekend Midday



Study Intersections

- Current
- Future
- Project Site



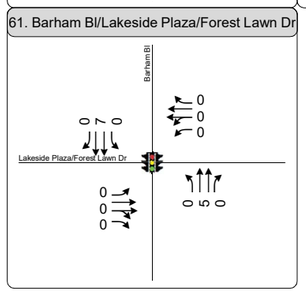
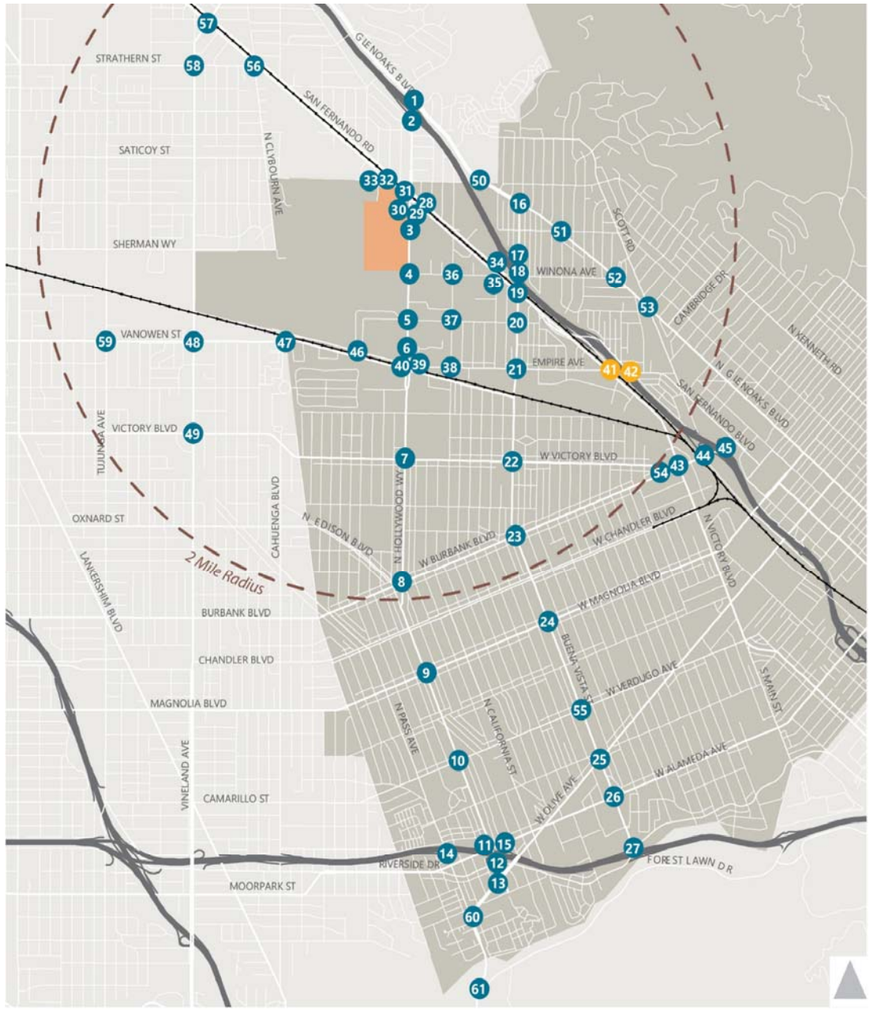


Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Project Only, Existing Conditions - Weekend Midday



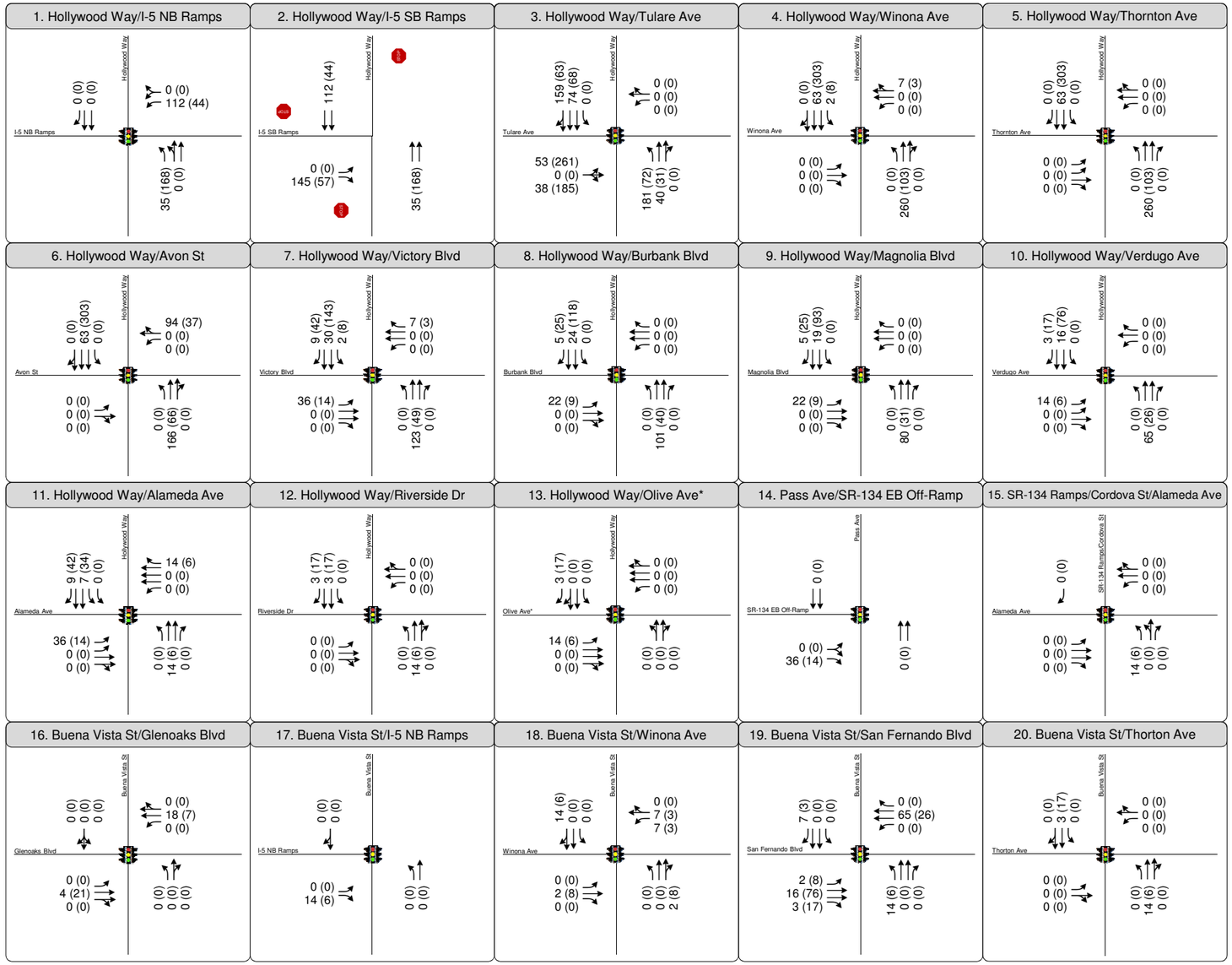
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

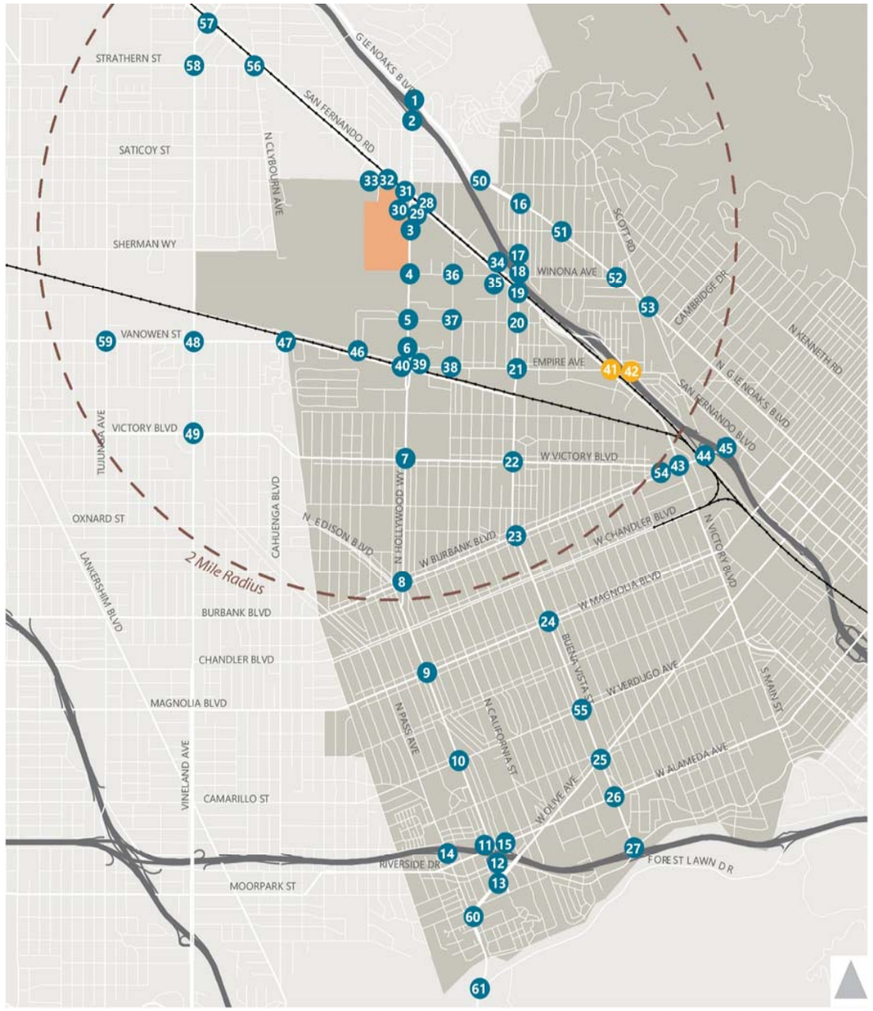


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 8

Peak Hour Traffic Volumes and Lane Configurations

Project Only, Future Base Conditions - Weekday AM and PM



Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

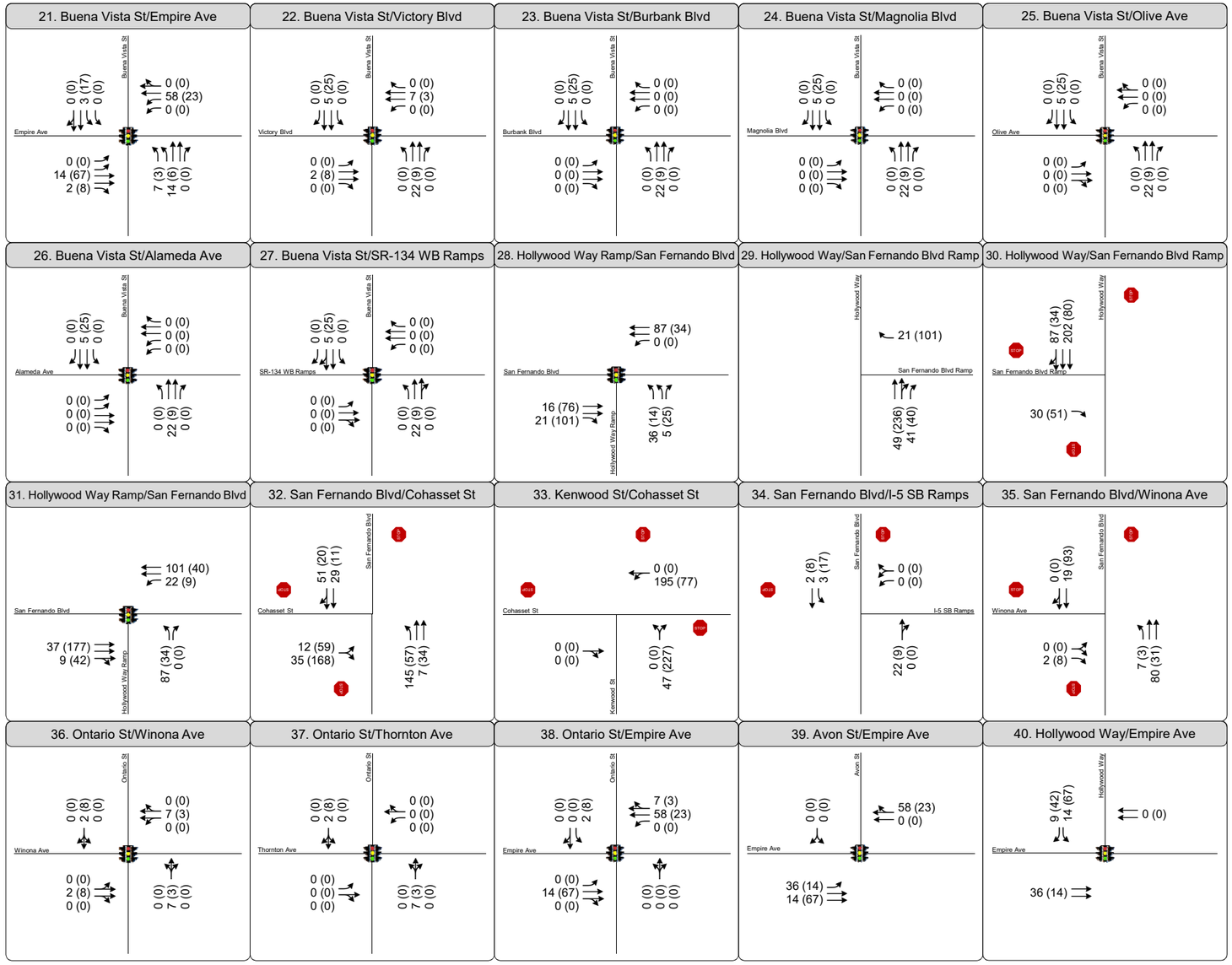
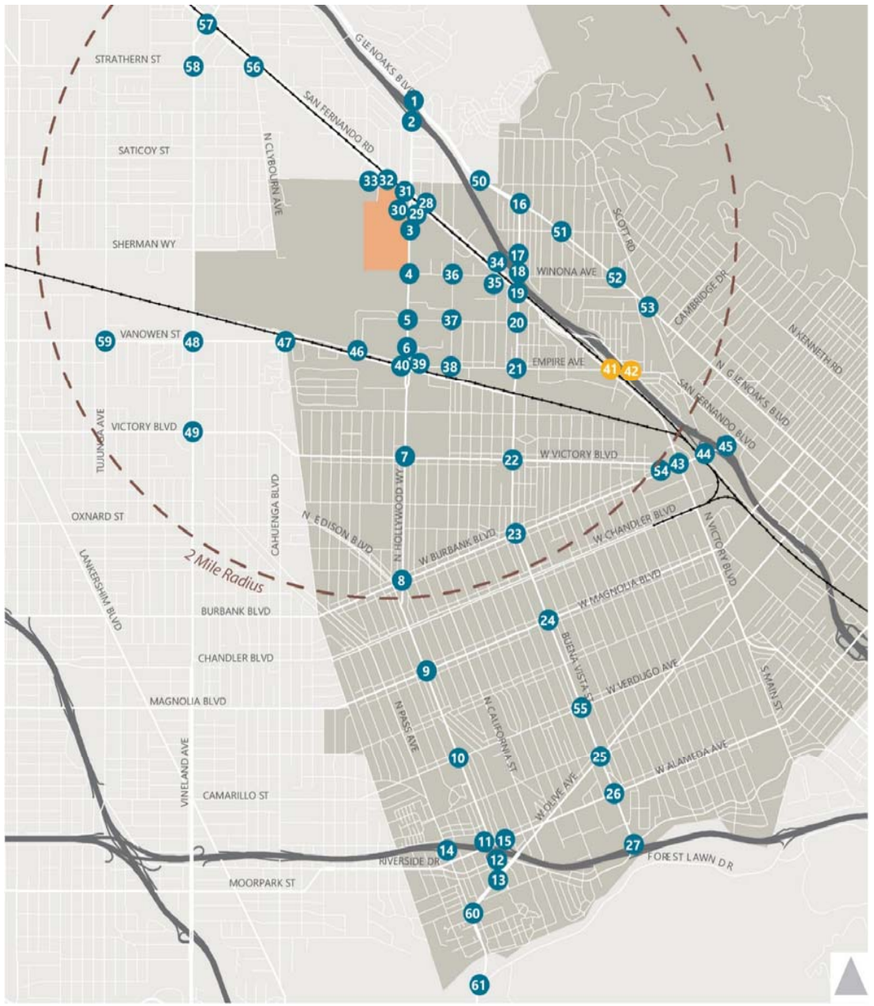


Figure 8

Peak Hour Traffic Volumes and Lane Configurations

Project Only, Future Base Conditions - Weekday AM and PM



Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

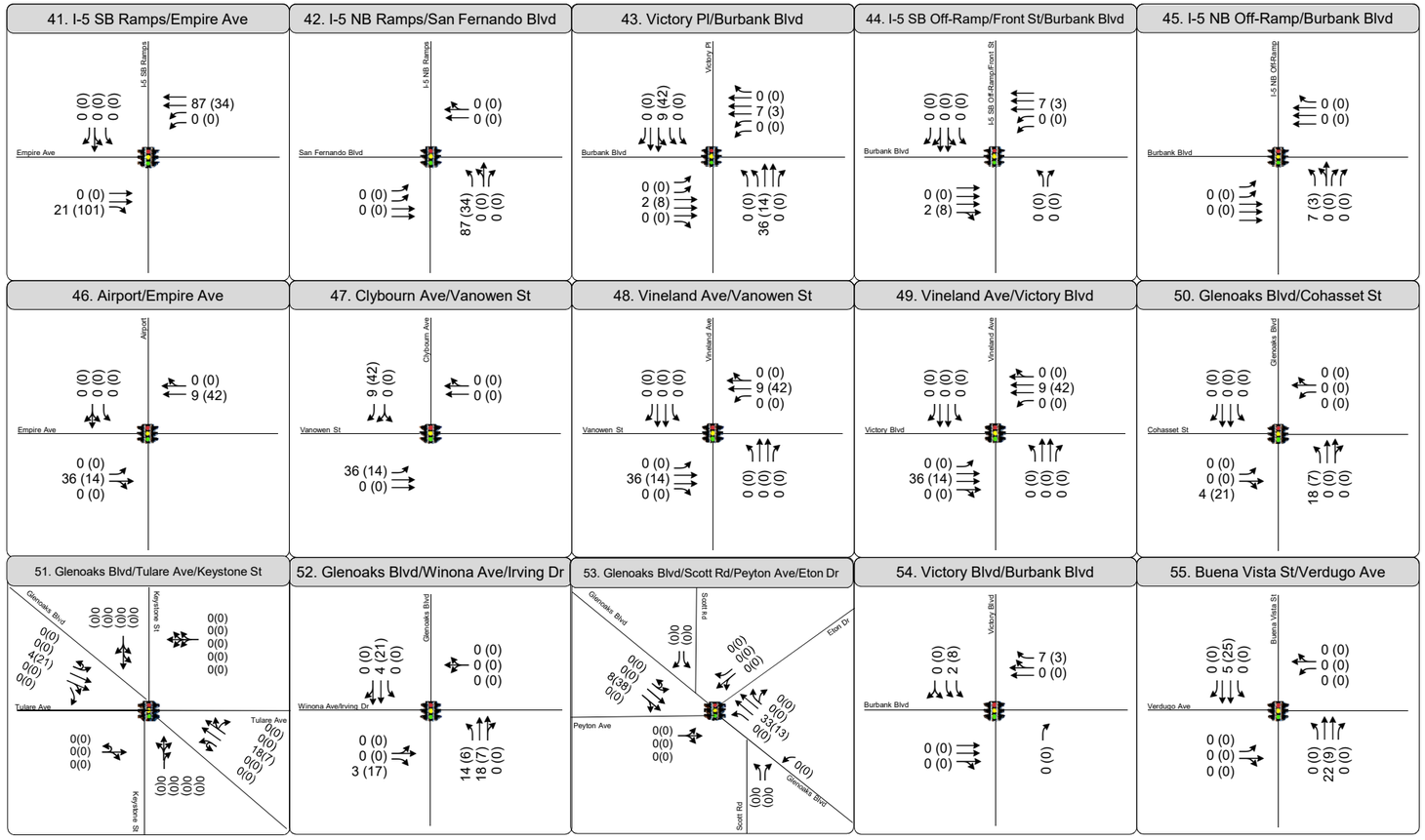
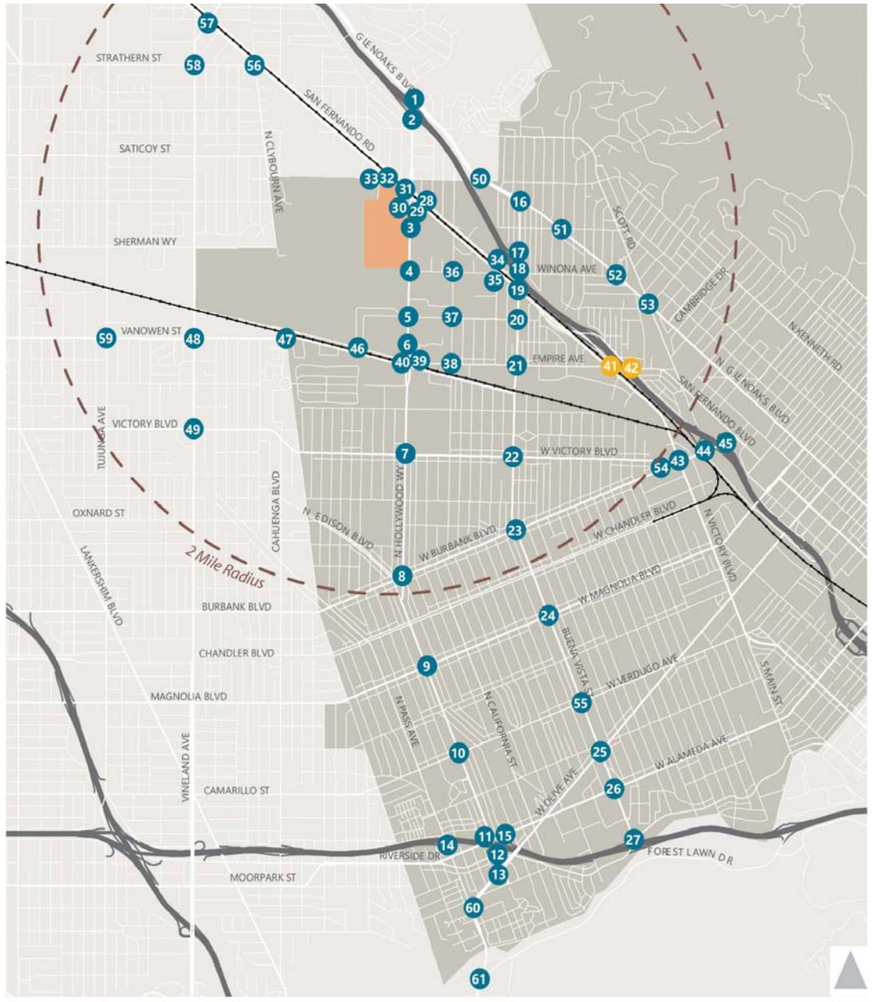


Figure 8

Peak Hour Traffic Volumes and Lane Configurations

Project Only, Future Base Conditions - Weekday AM and PM



Study Intersections

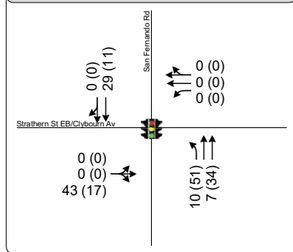
Current

Project Site

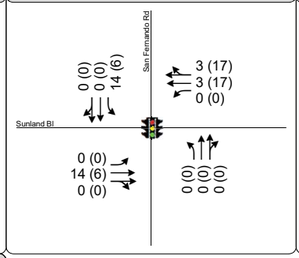
Future

AM (PM) Peak Hour Traffic Volume

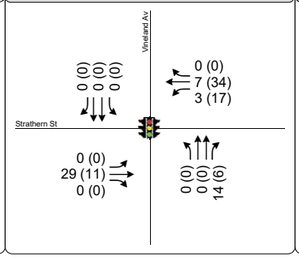
56. San Fernando Rd/Strathern St EB/Clybourn Av



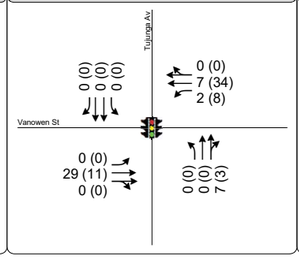
57. San Fernando Rd/Sunland Bl



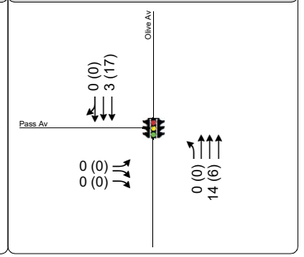
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

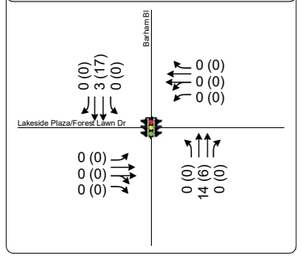
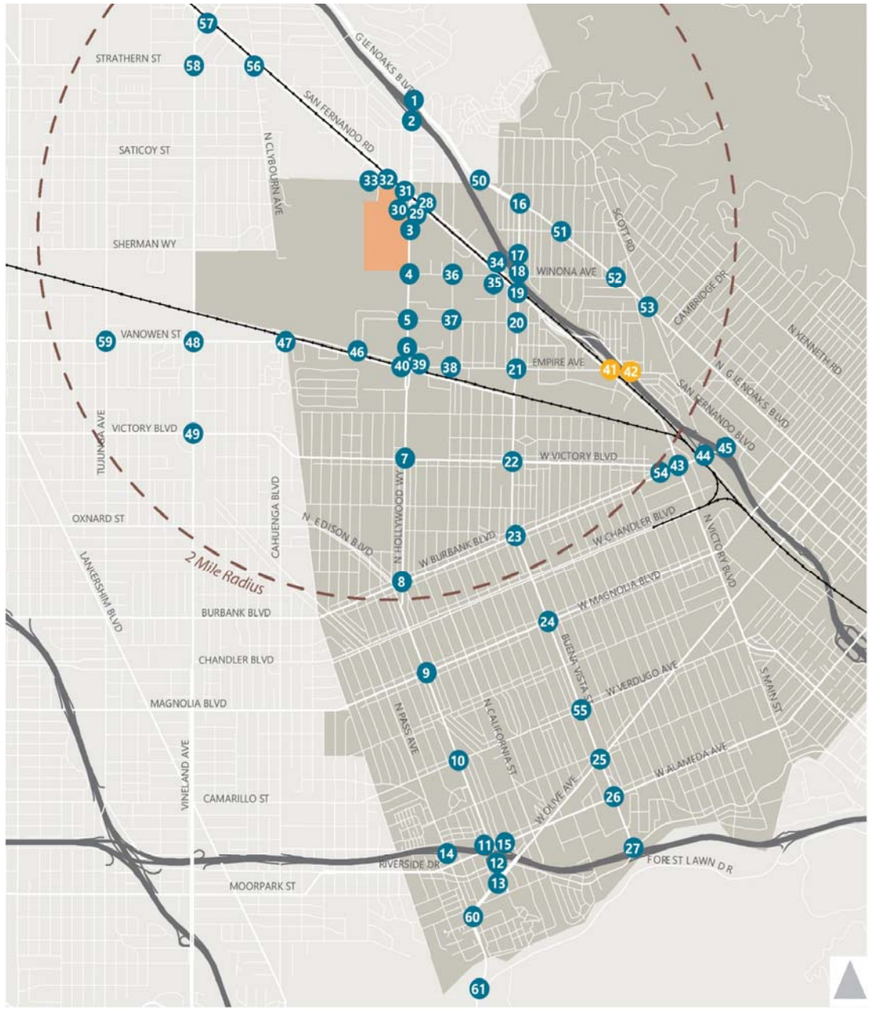


Figure 8

Peak Hour Traffic Volumes and Lane Configurations

Project Only, Future Base Conditions - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

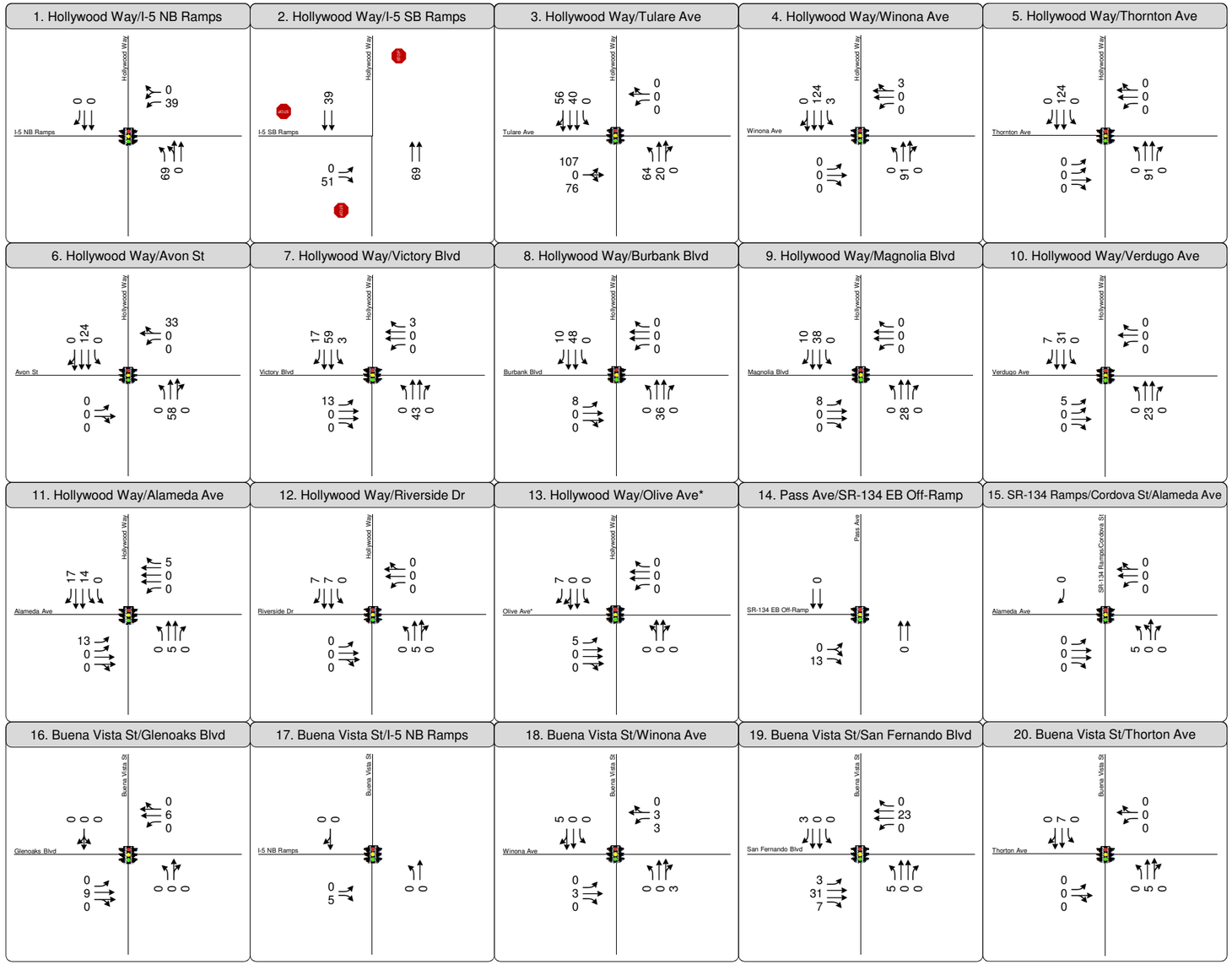
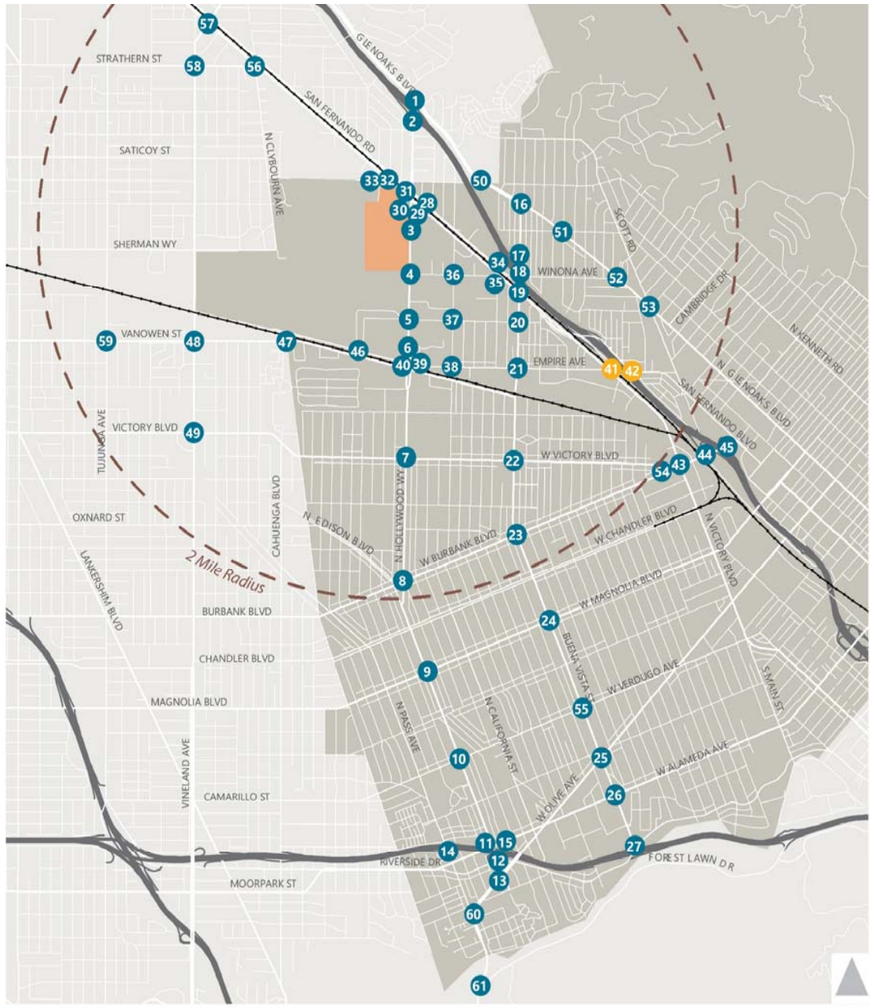


Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Project Only, Future Base Conditions - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

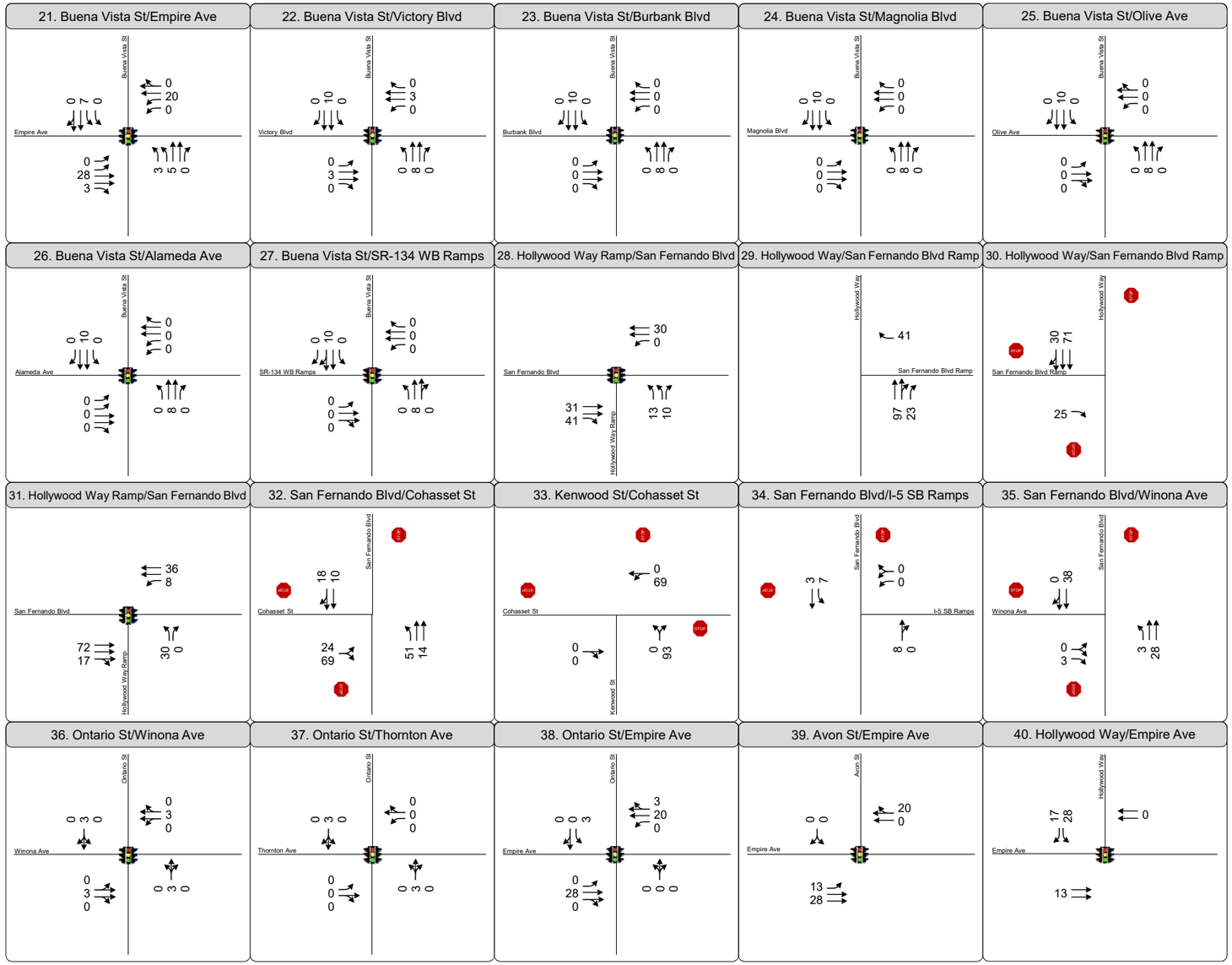
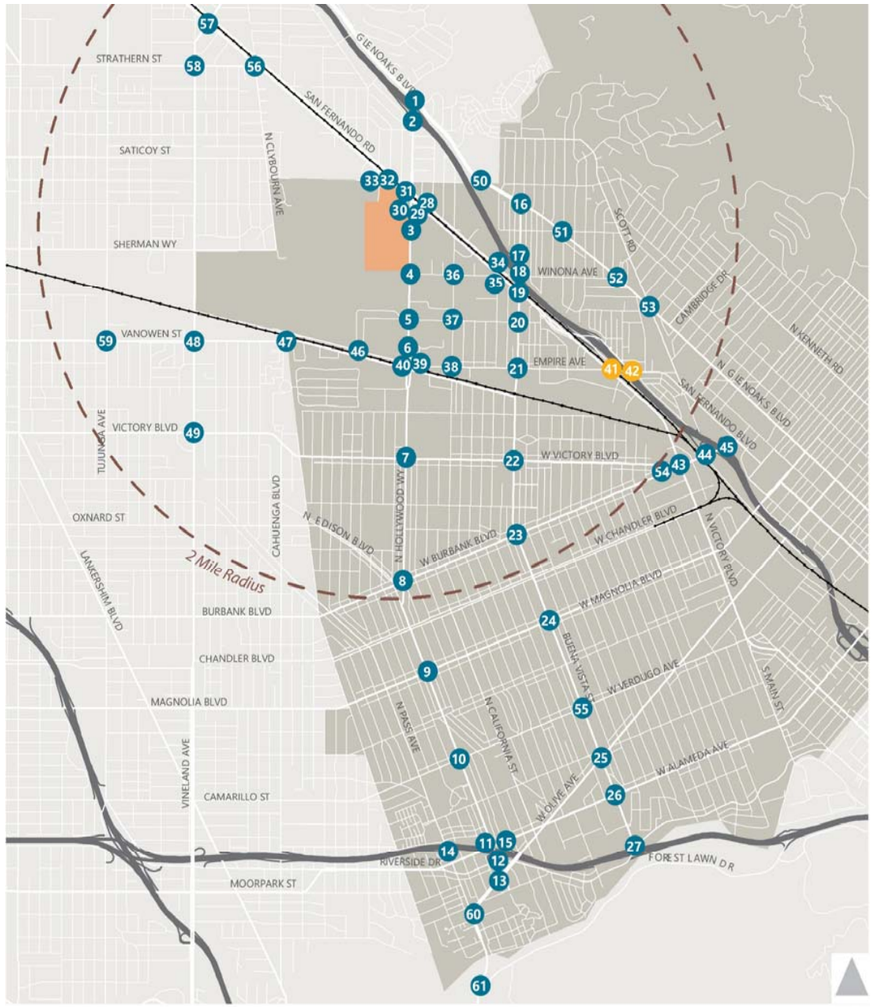


Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Project Only, Future Base Conditions - Weekend Midday



Study Intersections

Current

Future

Project Site

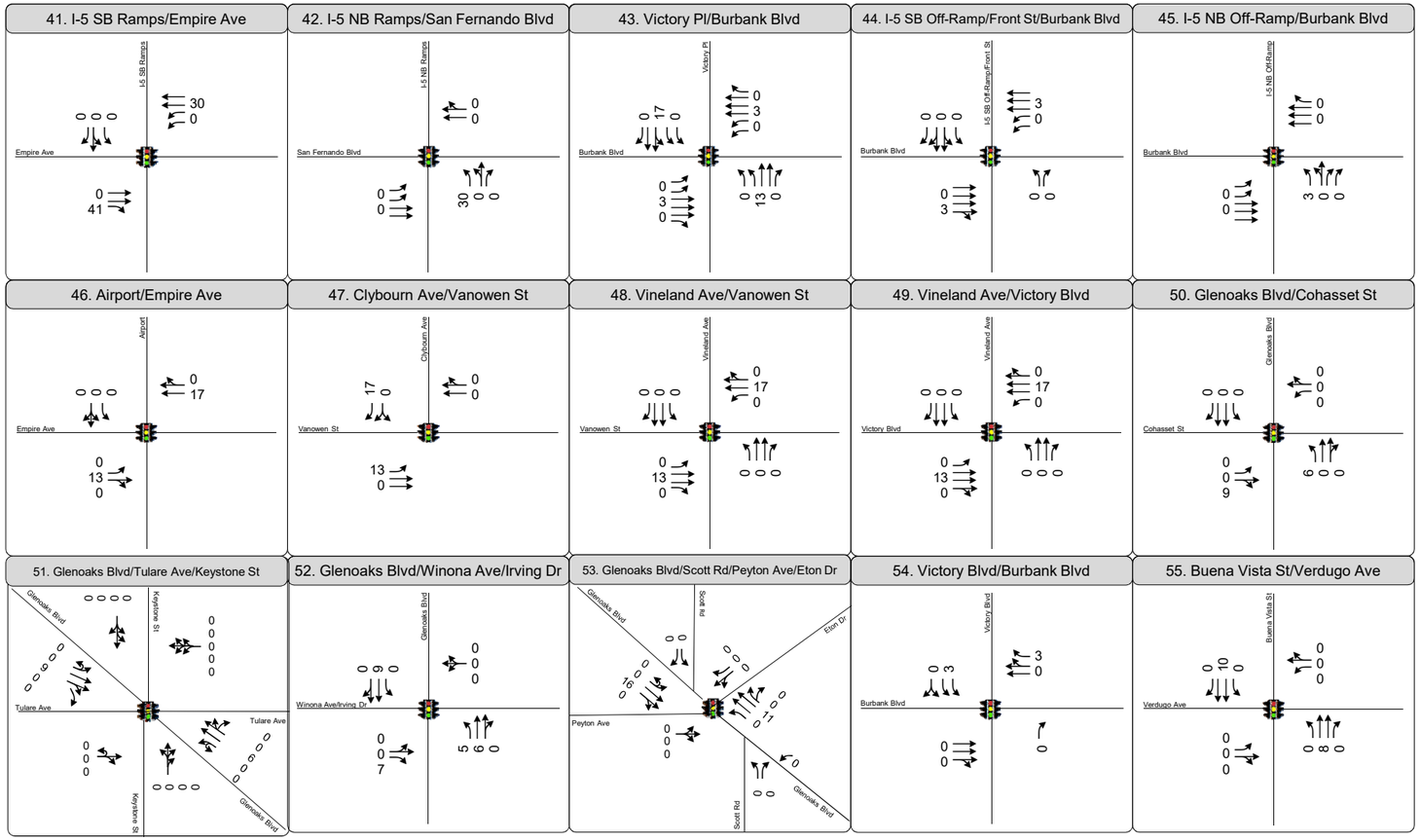
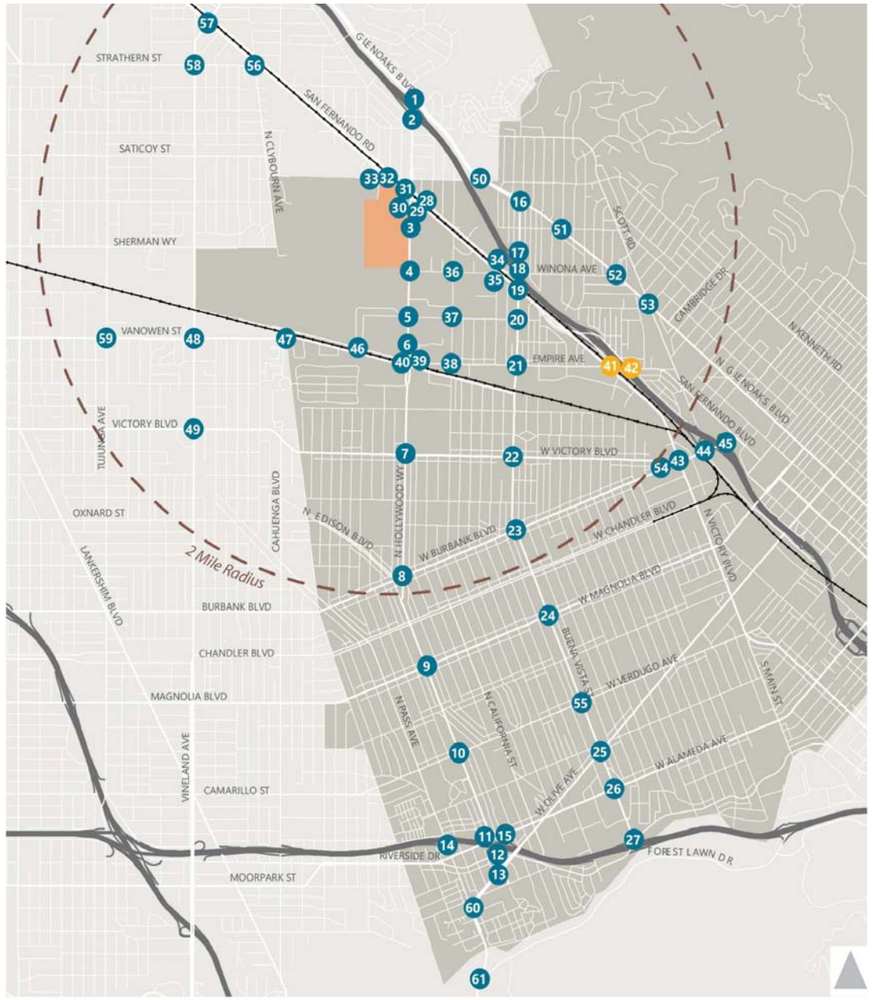


Figure 8

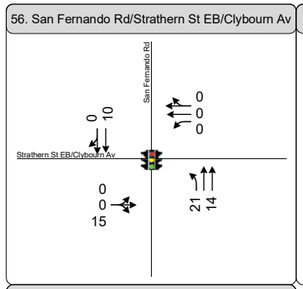
Peak Hour Traffic Volumes and Lane Configurations

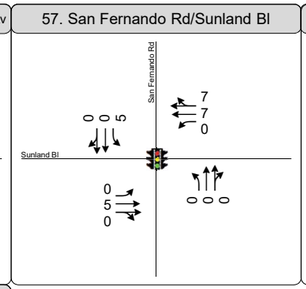
Project Only, Future Base Conditions - Weekend Midday

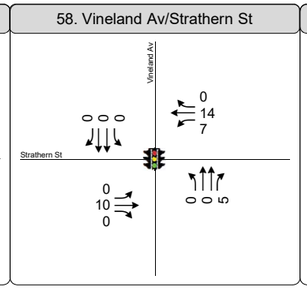


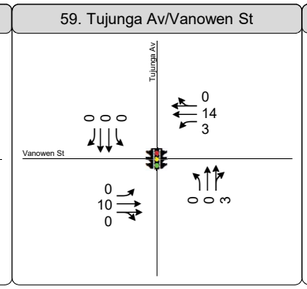
Study Intersections

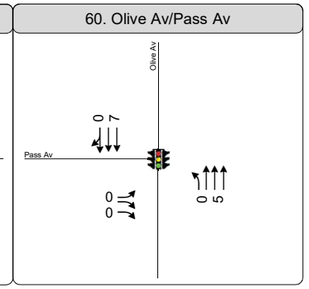
- Current
- Future
- Project Site











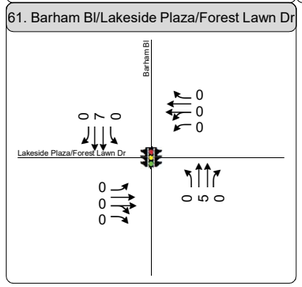
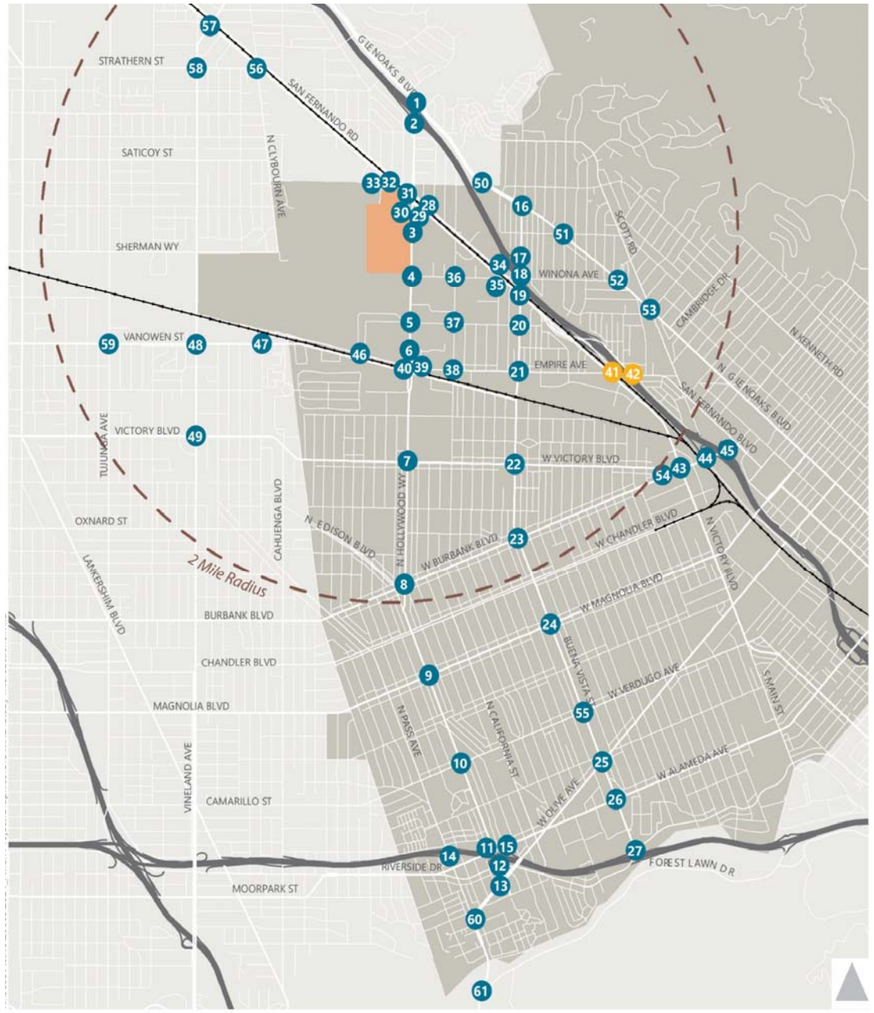


Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Project Only, Future Base Conditions - Weekend Midday

EXISTING PLUS PROJECT TRAFFIC CONDITIONS AND LEVEL OF SERVICE

The project traffic estimated under the aforementioned section was added to the Existing (Year 2017) traffic volumes to estimate Existing plus Project traffic volumes. Existing plus Project traffic volumes presented in Figure 9 were analyzed to determine the projected V/C ratios or delay and LOS for each of the analyzed intersections under this scenario. Table 6 summarizes the Existing plus Project LOS for signalized intersections, and Table 7 shows LOS for unsignalized intersections within the City of Burbank. As indicated in Table 6 and Table 7, 10 intersections are projected to operate at LOS E or F during one peak hour:

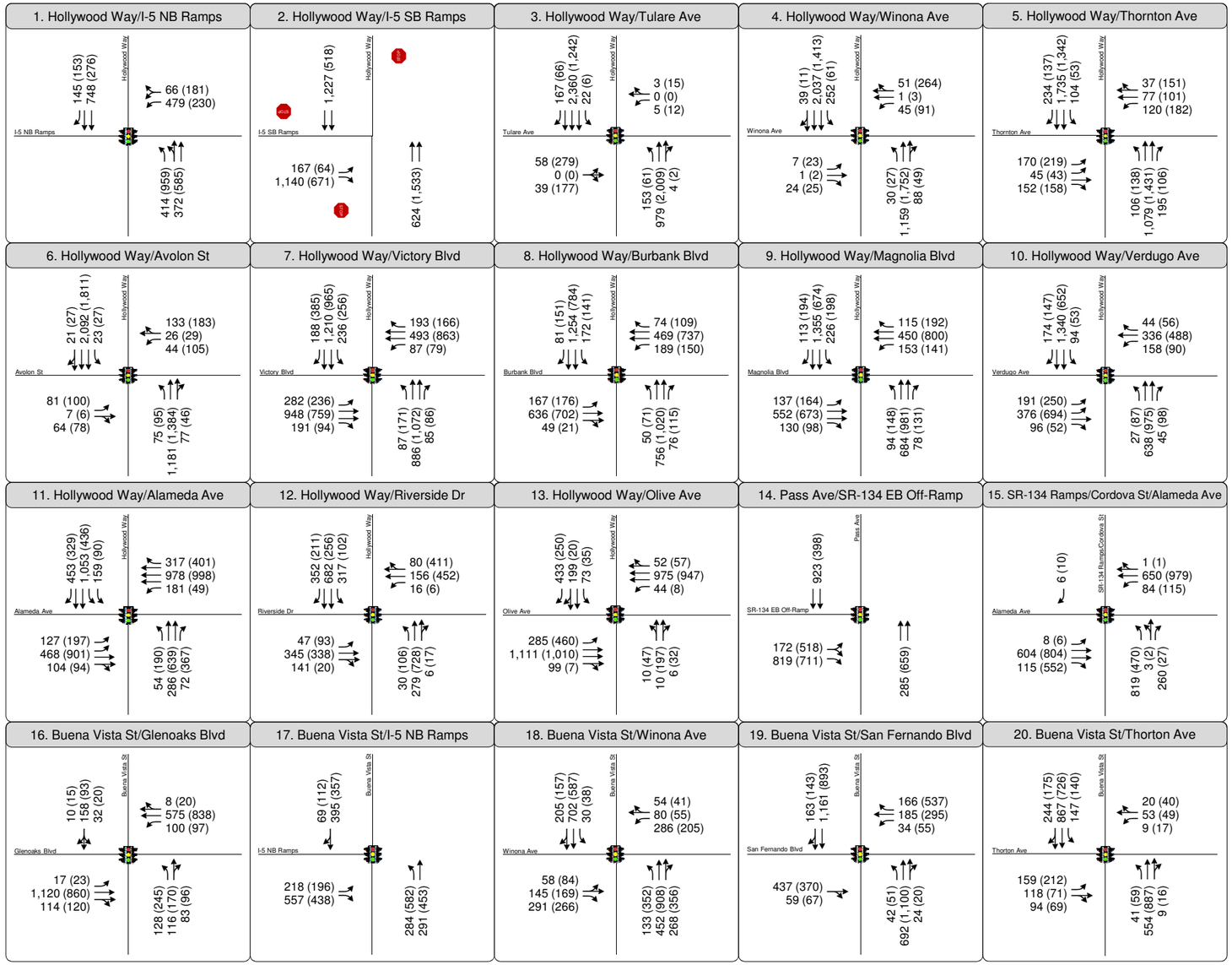
3. North Hollywood Way & Tulare Avenue
7. North Hollywood Way & West Victory Boulevard
17. North Buena Vista Street & I-5 NB Ramps
22. North Buena Vista Street & Victory Boulevard
34. San Fernando Boulevard & I-5 SB Ramps
44. I-5 SB Off-Ramp/North Front Street & East Burbank Boulevard
48. Vineland Avenue & Vanowen Street
53. Scott Road & Glenoaks Boulevard/Peyton Avenue
56. San Fernando Road & Strathern Street EB/Clybourn Avenue
61. Barham Boulevard & Lakeside Plaza/Forest Lawn Drive



Study Intersections

- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

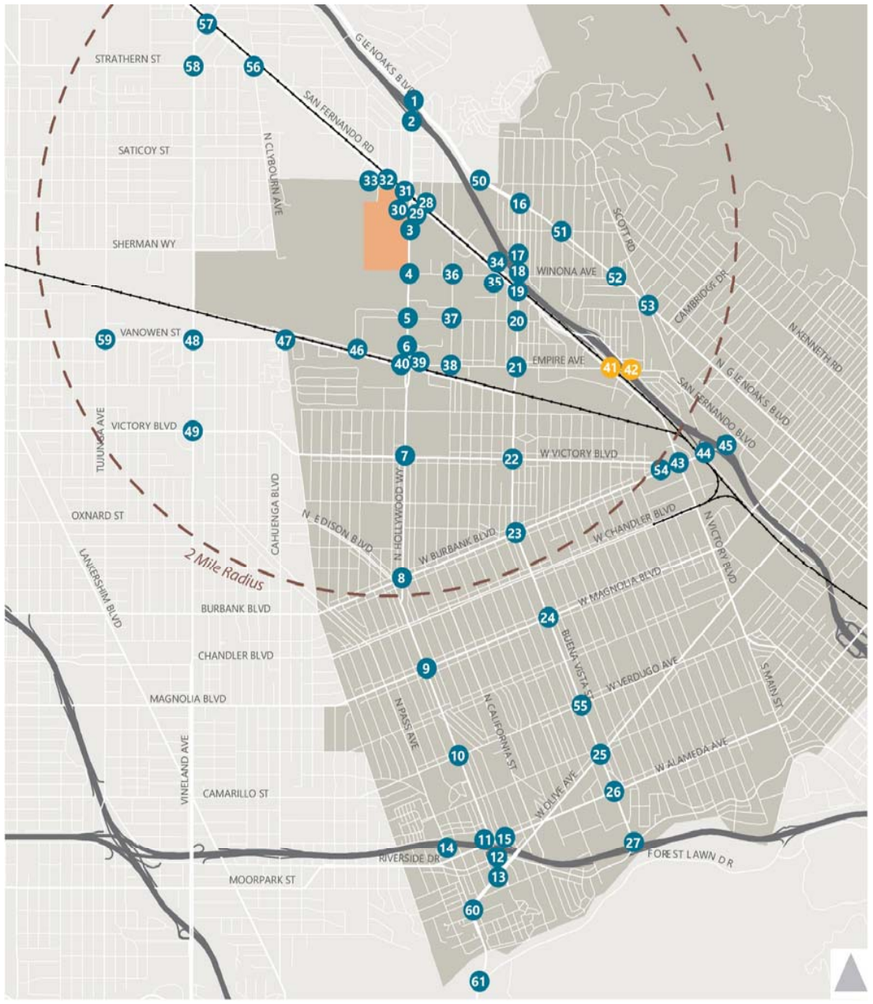


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 9

Peak Hour Traffic Volumes and Lane Configurations

Existing plus Project - Weekday AM and PM



Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

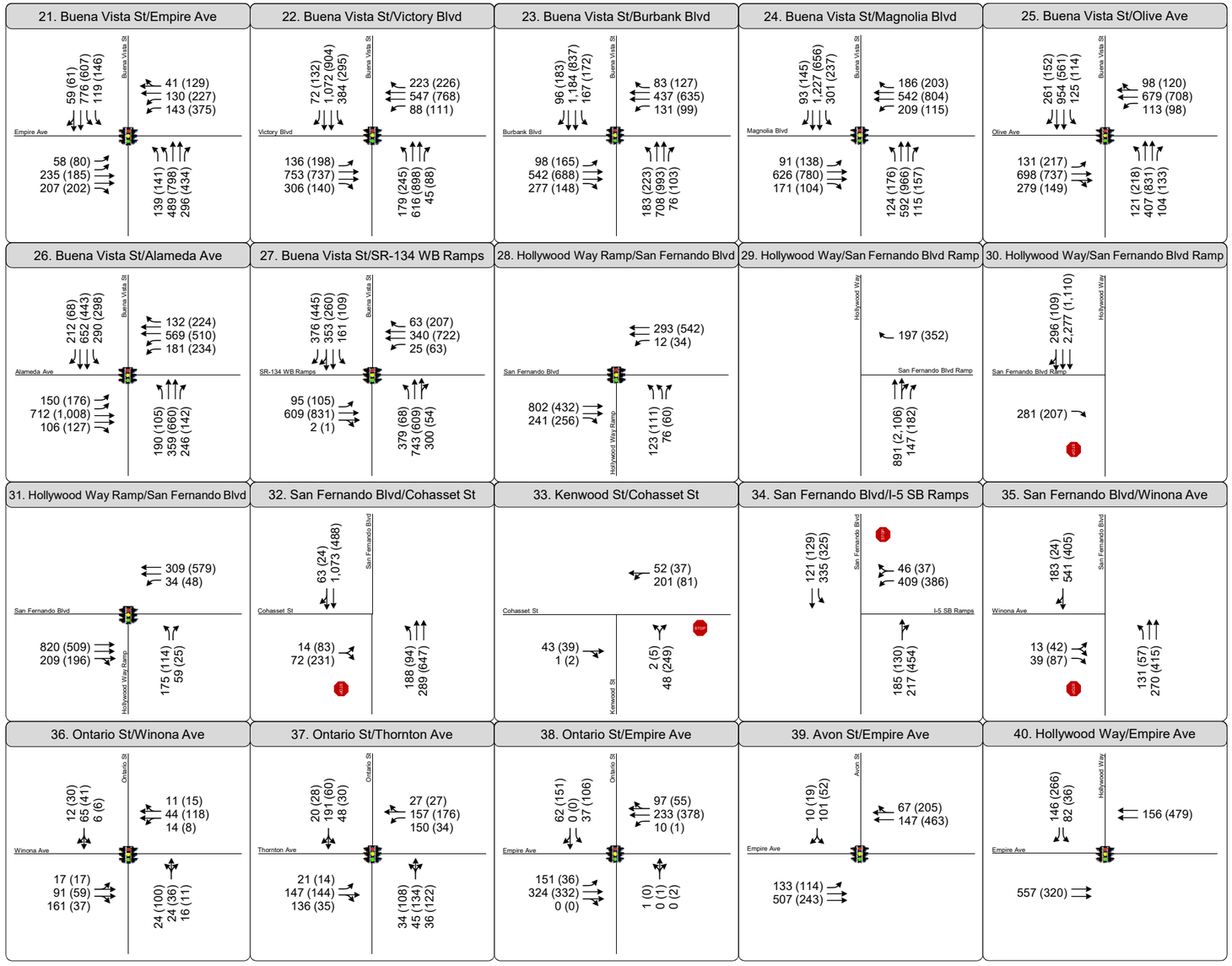
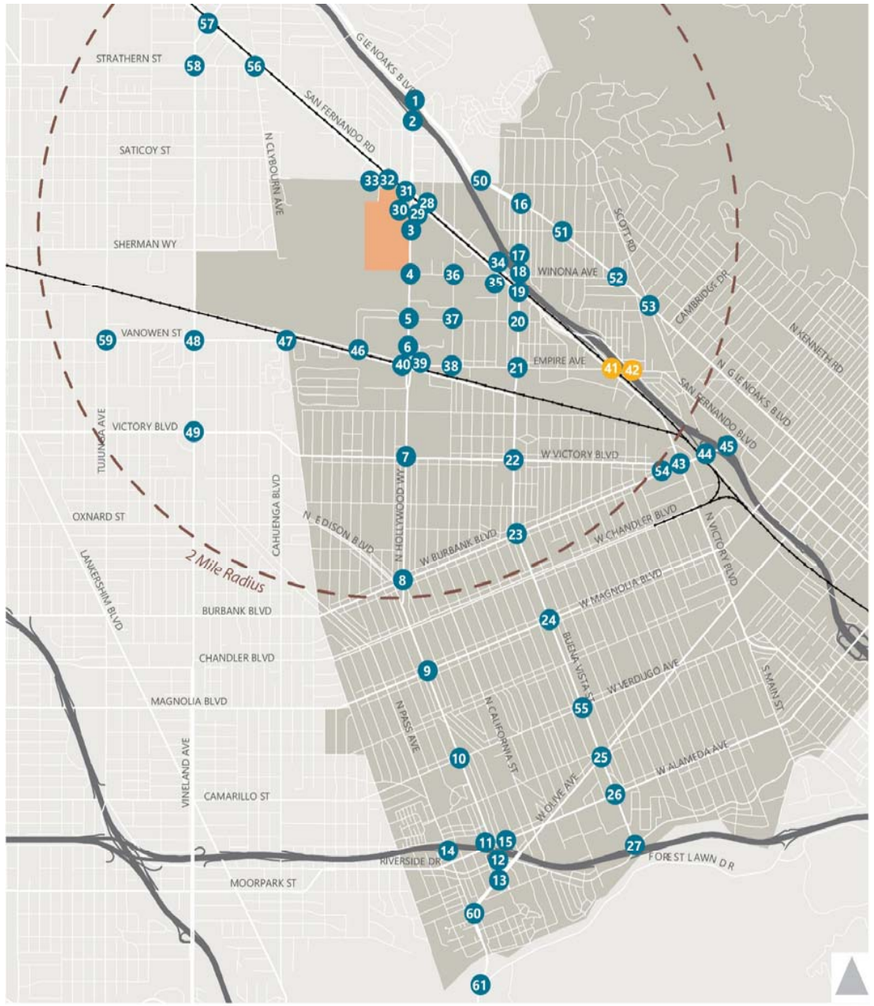


Figure 9

Peak Hour Traffic Volumes and Lane Configurations

Existing plus Project - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

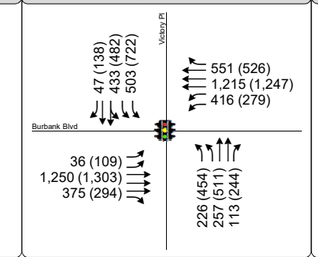
41. I-5 SB Ramps/Empire Ave

Future Intersection

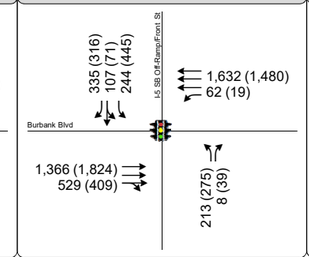
42. I-5 NB Ramps/San Fernando Blvd

Future Intersection

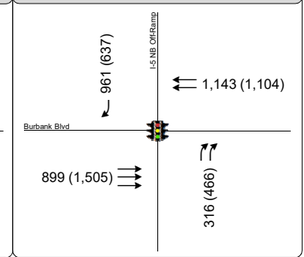
43. Victory Pl/Burbank Blvd



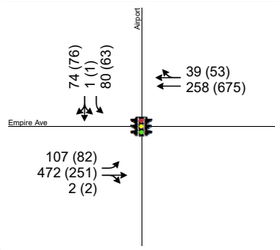
44. I-5 SB Off-Ramp/Front St/Burbank Blvd



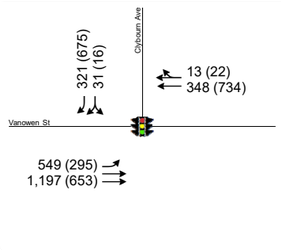
45. I-5 NB Off-Ramp/Burbank Blvd



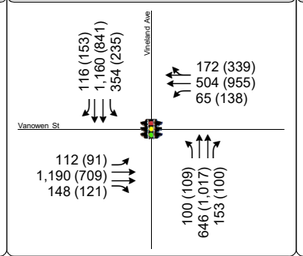
46. Airport/Empire Ave



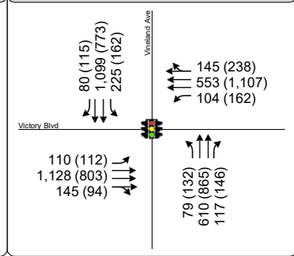
47. Clybourn Ave/Vanowen St



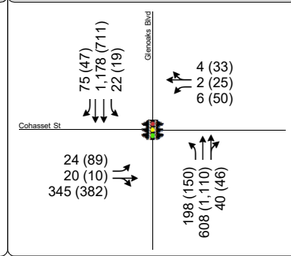
48. Vineland Ave/Vanowen St



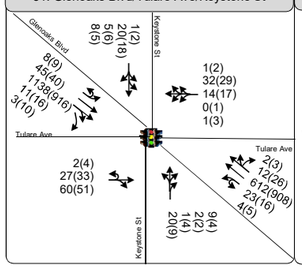
49. Vineland Ave/Victory Blvd



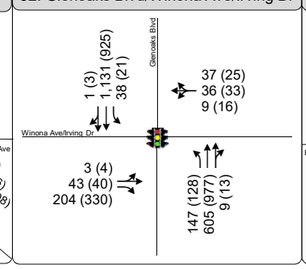
50. Glenoaks Blvd/Cohasset St



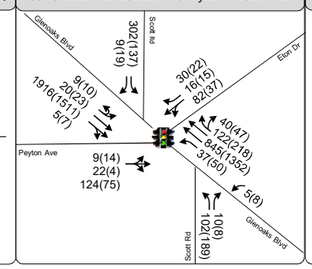
51. Glenoaks Blvd/Tulare Ave/Keystone St



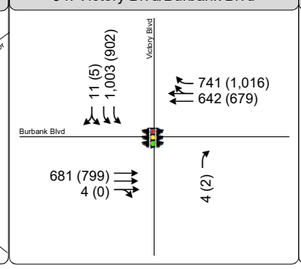
52. Glenoaks Blvd/Winona Ave/Irving Dr



53. Glenoaks Blvd/Scott Rd/Peyton Ave/Eton Dr



54. Victory Blvd/Burbank Blvd



55. Buenna Vista St/Verdugo Ave

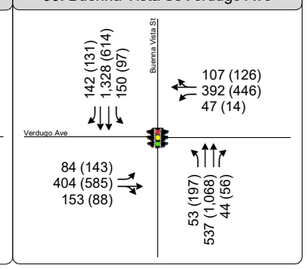
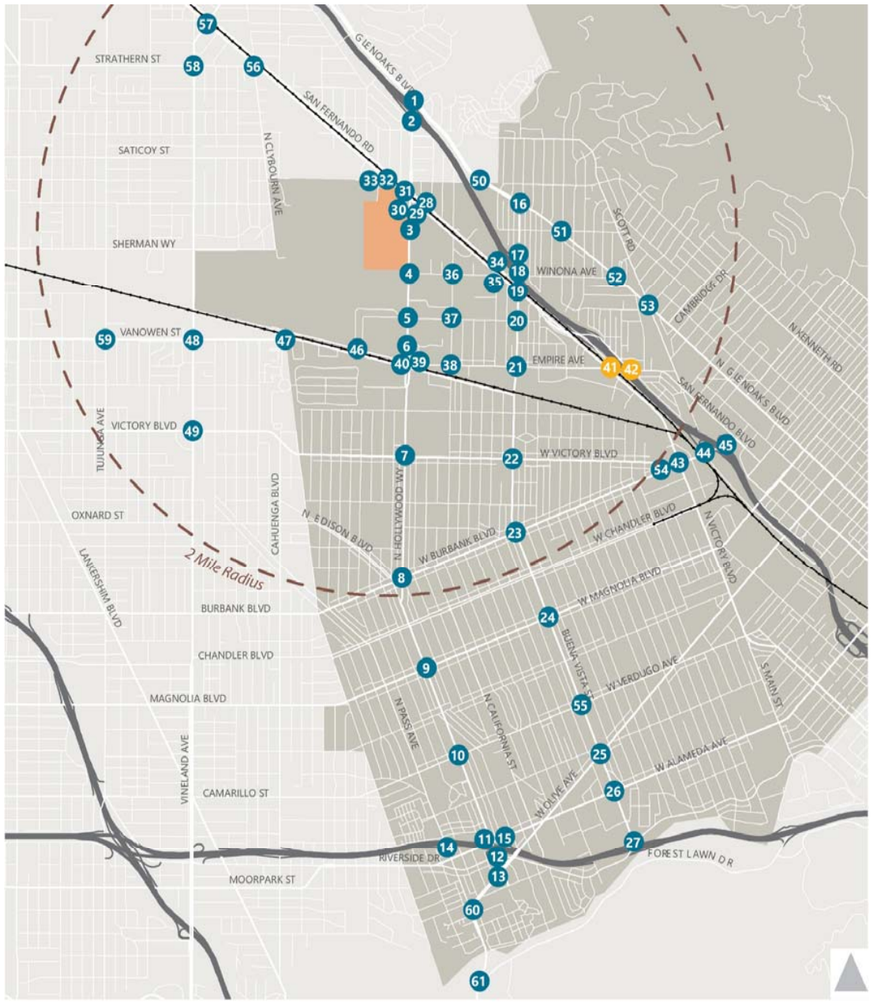


Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Existing plus Project - Weekday AM and PM



Study Intersections

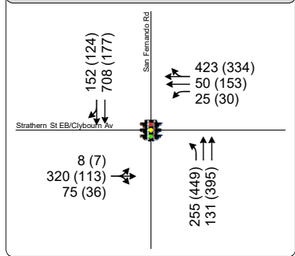
Current

Future

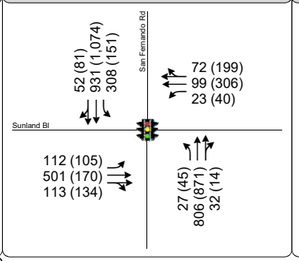
Project Site

AM (PM) Peak Hour Traffic Volume

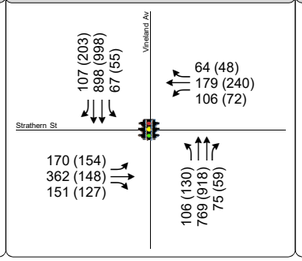
56. San Fernando Rd/Strathern St EB/Clybourn Av



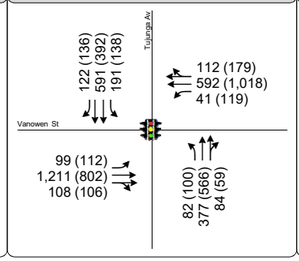
57. San Fernando Rd/Sunland Bl



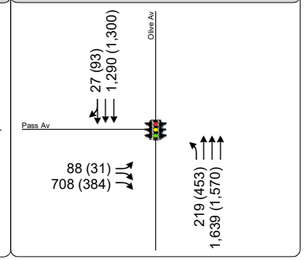
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

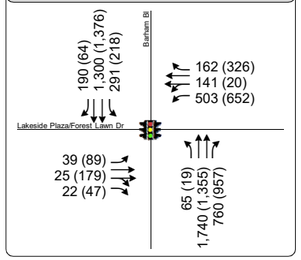
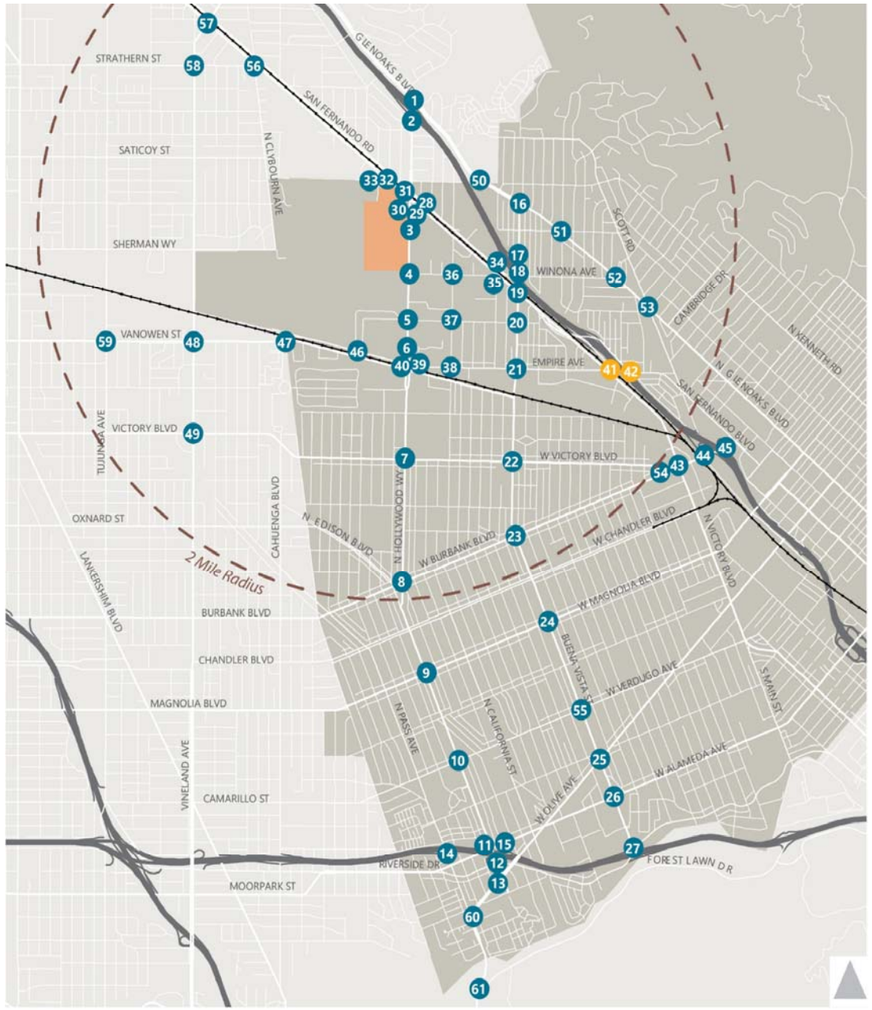


Figure 9

Peak Hour Traffic Volumes and Lane Configurations

Existing plus Project - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

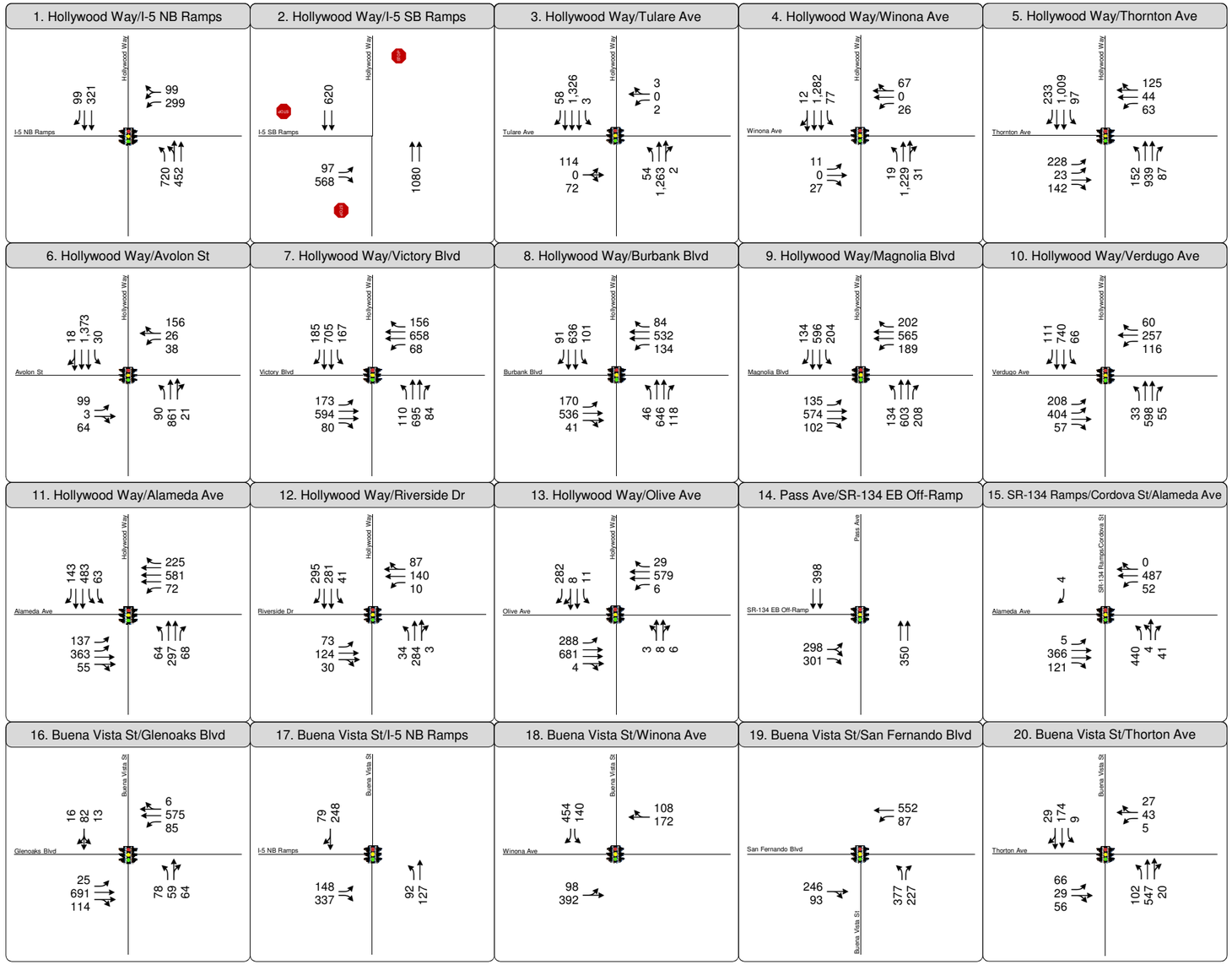
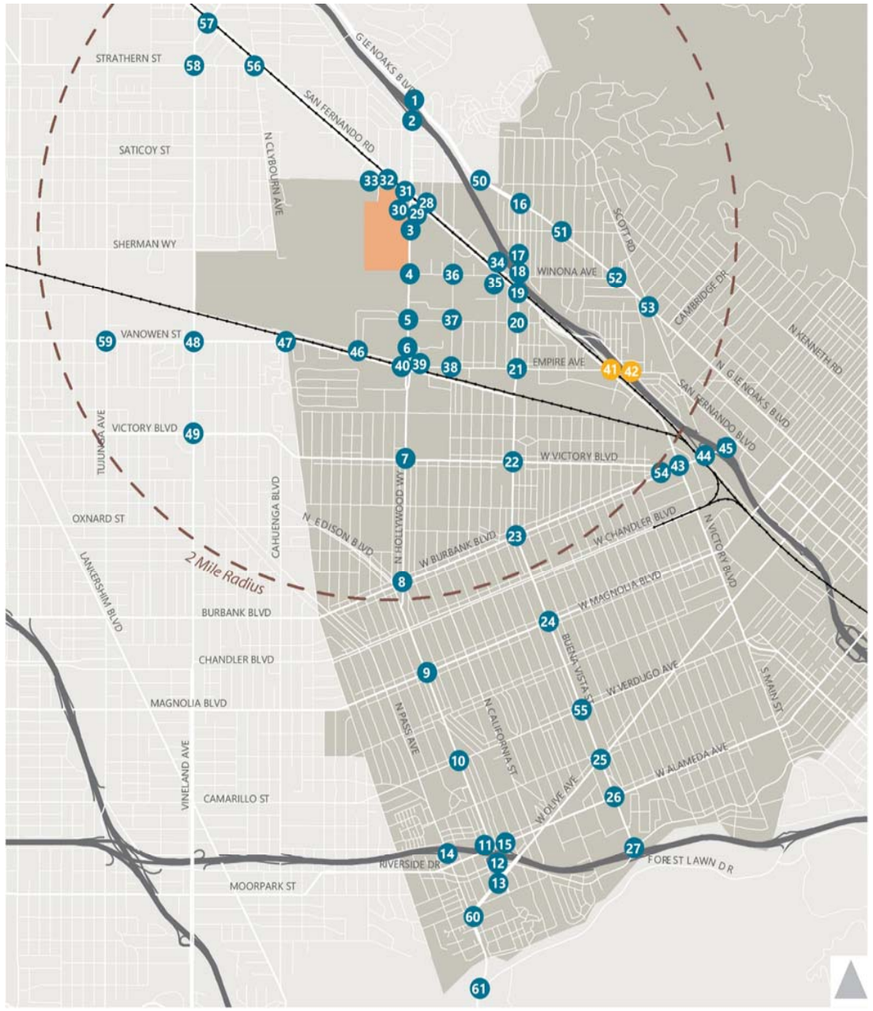


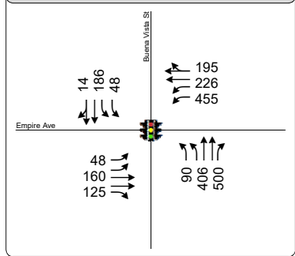
Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Existing plus Project - Weekend Midday



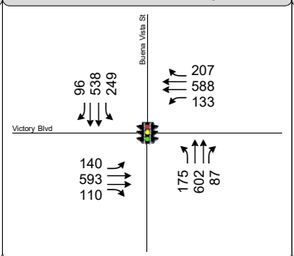
Study Intersections

- Current
- Future
- Project Site

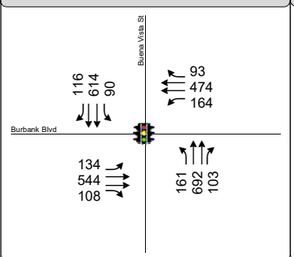
21. Buena Vista St/Empire Ave



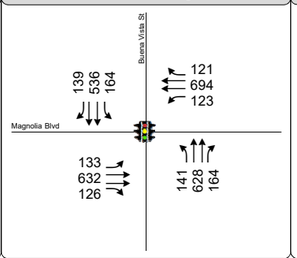
22. Buena Vista St/Victory Blvd



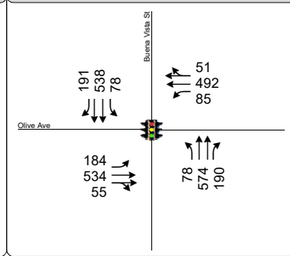
23. Buena Vista St/Burbank Blvd



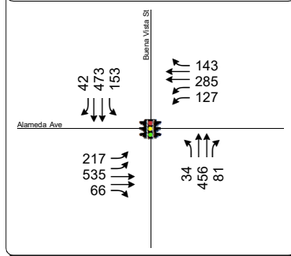
24. Buena Vista St/Magnolia Blvd



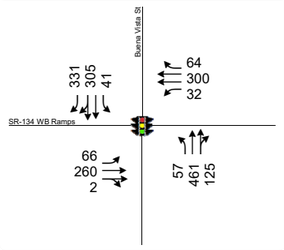
25. Buena Vista St/Olive Ave



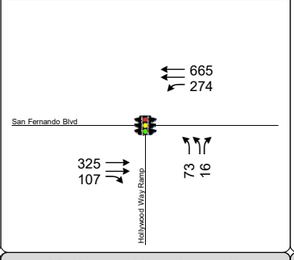
26. Buena Vista St/Alameda Ave



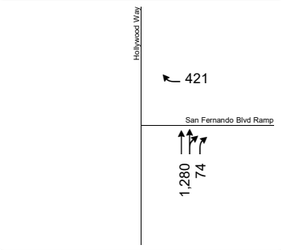
27. Buena Vista St/SR-134 WB Ramps



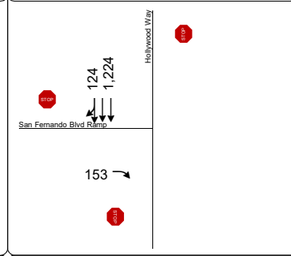
28. Hollywood Way Ramp/San Fernando Blvd



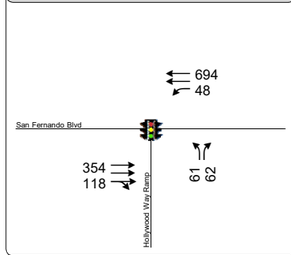
29. Hollywood Way/San Fernando Blvd Ramp



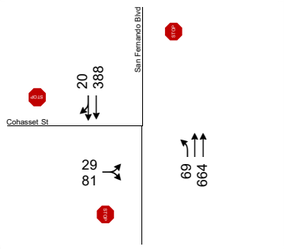
30. Hollywood Way/San Fernando Blvd Ramp



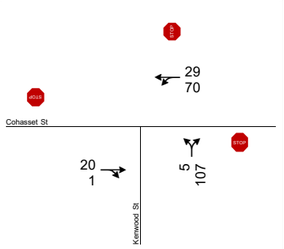
31. Hollywood Way Ramp/San Fernando Blvd



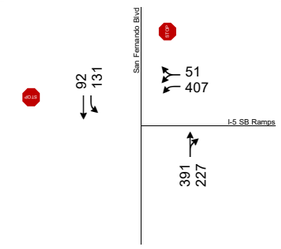
32. San Fernando Blvd/Cohasset St



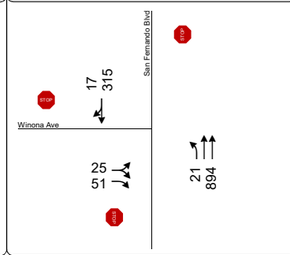
33. Kenwood St/Cohasset St



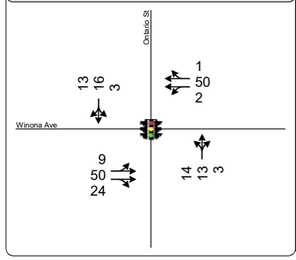
34. San Fernando Blvd/I-5 SB Ramps



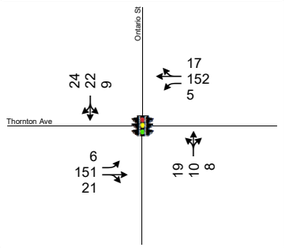
35. San Fernando Blvd/Winona Ave



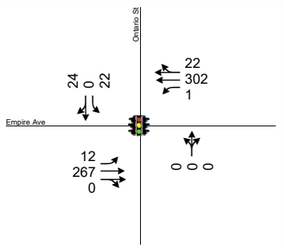
36. Ontario St/Winona Ave



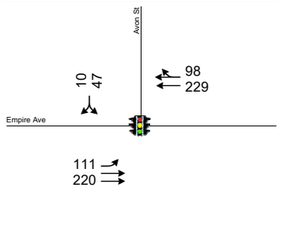
37. Ontario St/Thornton Ave



38. Ontario St/Empire Ave



39. Avon St/Empire Ave



40. Hollywood Way/Empire Ave

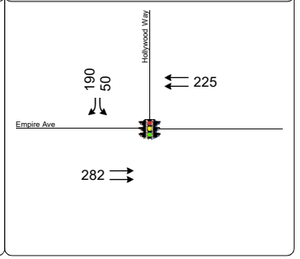
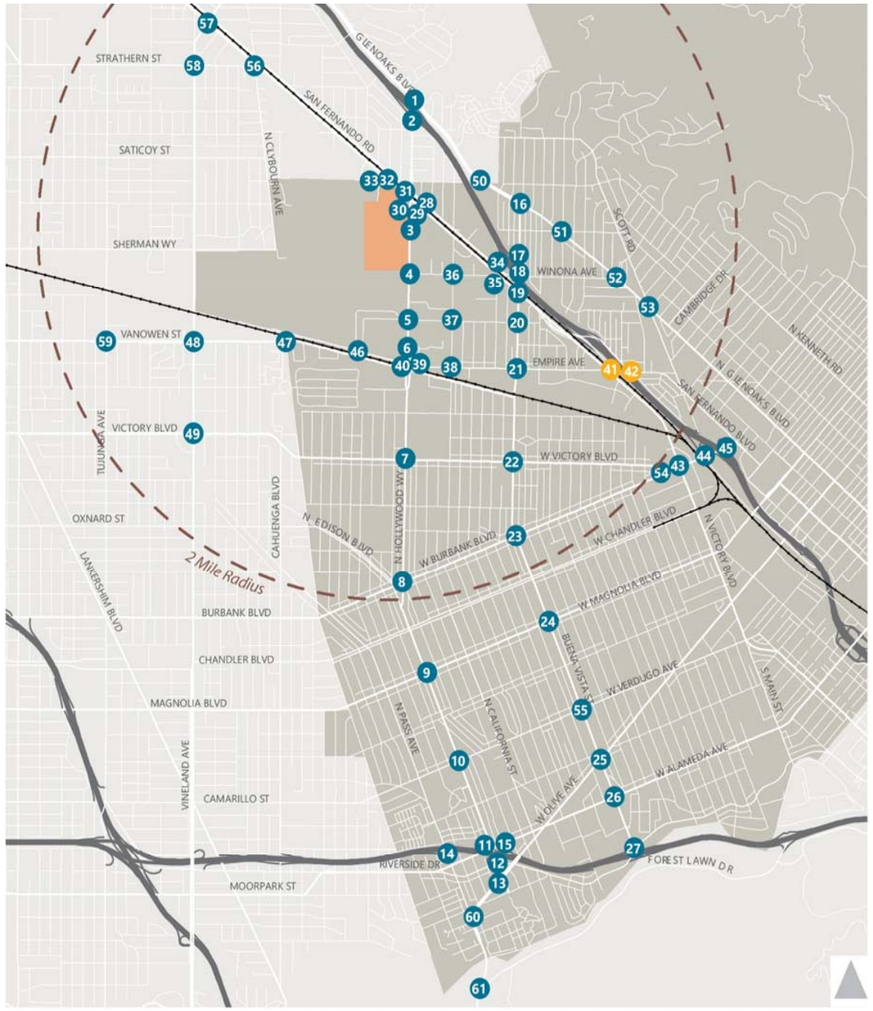


Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Existing plus Project - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

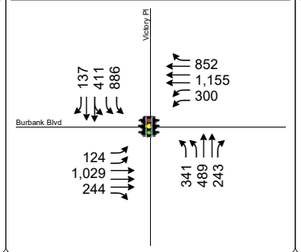
41. I-5 SB Ramps/Empire Ave

Future Intersection

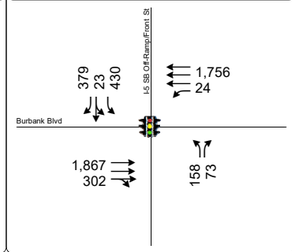
42. I-5 NB Ramps/San Fernando Blvd

Future Intersection

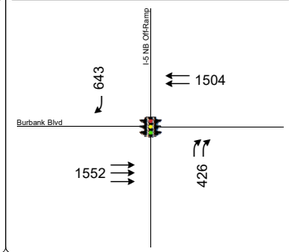
43. Victory Pl/Burbank Blvd



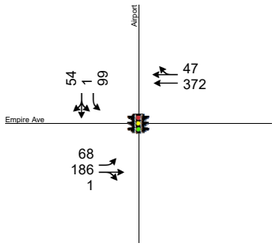
44. I-5 SB Off-Ramp/Front St/Burbank Blvd



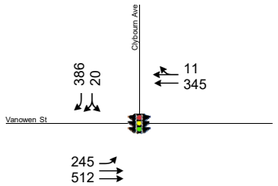
45. I-5 NB Off-Ramp/Burbank Blvd



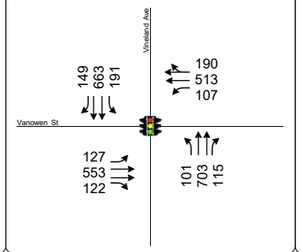
46. Airport/Empire Ave



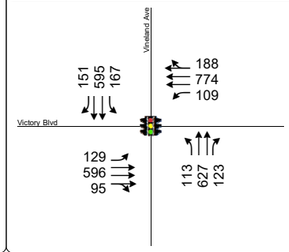
47. Clybourn Ave/Vanowen St



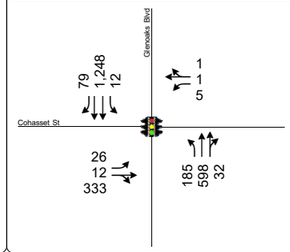
48. Vineland Ave/Vanowen St



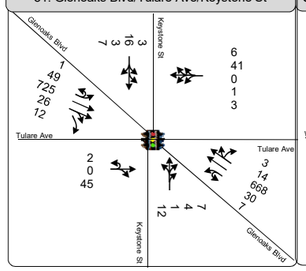
49. Vineland Ave/Victory Blvd



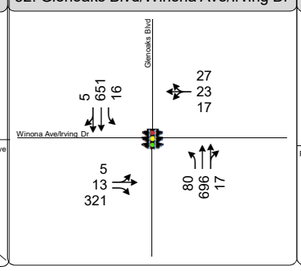
50. Glenoaks Blvd/Cohasset St



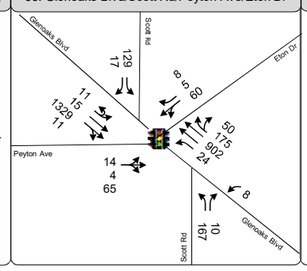
51. Glenoaks Blvd/Tulare Ave/Keystone St



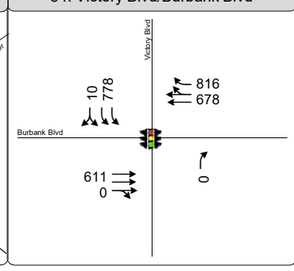
52. Glenoaks Blvd/Winona Ave/Irving Dr



53. Glenoaks Blvd/Scott Rd/Peyton Ave/Eton Dr



54. Victory Blvd/Burbank Blvd



55. Buenna Vista St/Verdugo Ave

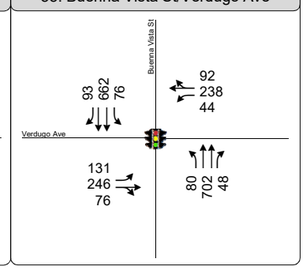
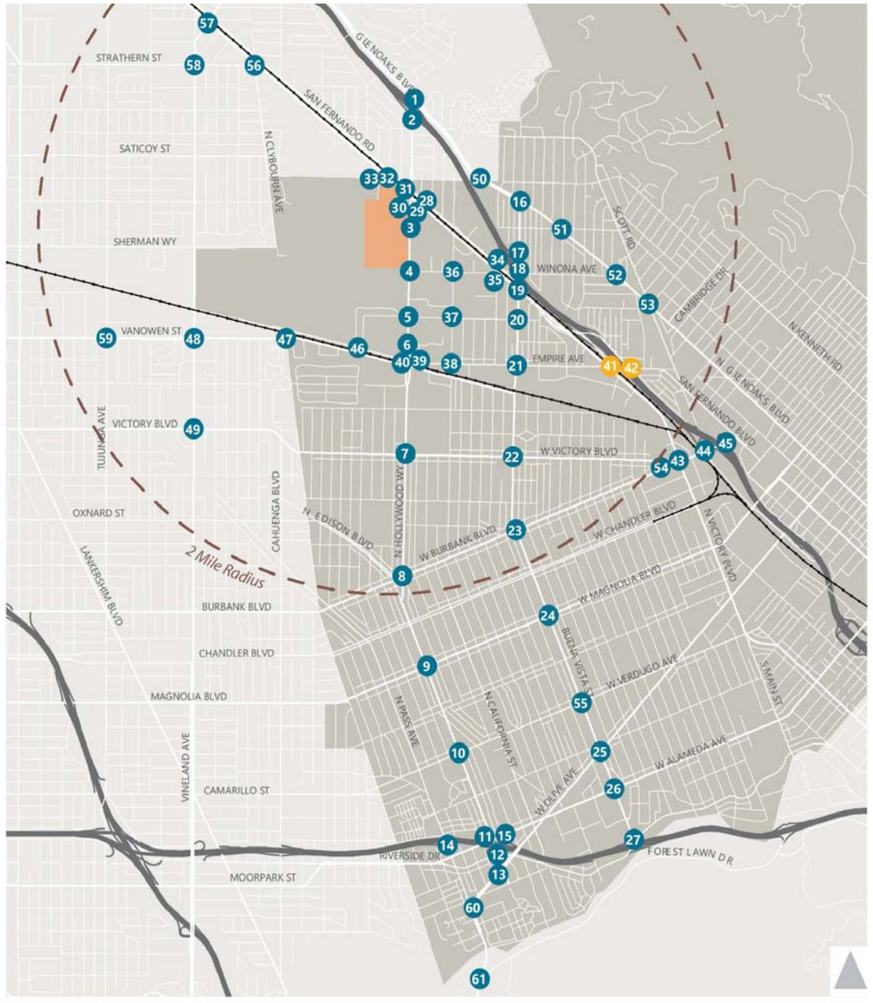


Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Existing plus Project - Weekend Midday



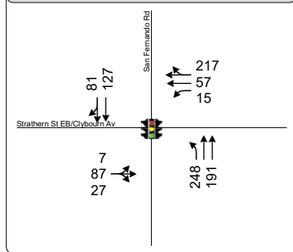
Study Intersections

Current

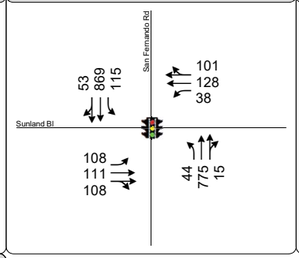
Future

Project Site

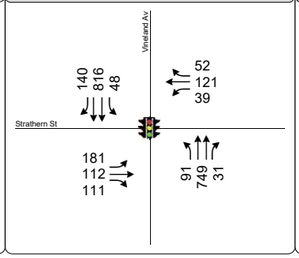
56. San Fernando Rd/Strathern St EB/Clybourn Av



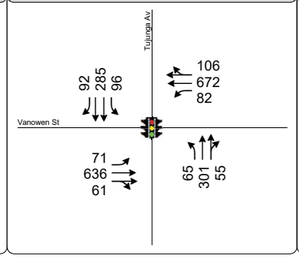
57. San Fernando Rd/Sunland Bl



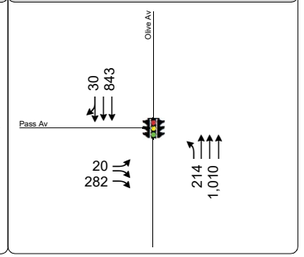
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

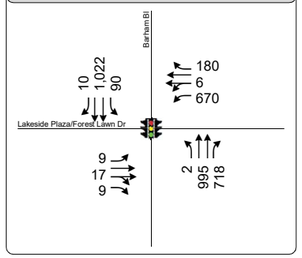


Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Existing plus Project - Weekend Midday

TABLE 6
EXISTING PLUS PROJECT LEVEL OF SERVICE ANALYSIS FOR SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Significant?
1	N Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.490	A	0.538	A	0.048	No
			PM	0.456	A	0.511	A	0.055	No
			WKEND	0.398	A	0.427	A	0.029	No
3	N Hollywood Way & Tulare Ave	Burbank	AM	0.504	A	0.681	B	0.177	No
			PM	0.656	B	0.967	E	0.311	**Yes**
			WKEND	0.410	A	0.538	A	0.128	No
4	N Hollywood Way & Winona Ave	Burbank	AM	0.564	A	0.650	B	0.086	No
			PM	0.819	D	0.859	D	0.040	**Yes**
			WKEND	0.506	A	0.540	A	0.034	No
5	N Hollywood Way & Thornton Ave	Burbank	AM	0.867	D	0.888	D	0.021	**Yes**
			PM	0.756	C	0.819	D	0.063	**Yes**
			WKEND	0.605	B	0.647	B	0.042	No
6	N Hollywood Way & N Avon St	Burbank	AM	0.663	B	0.701	C	0.038	No
			PM	0.687	B	0.725	C	0.038	No
			WKEND	0.538	A	0.574	A	0.036	No
7	N Hollywood Way & W Victory Blvd	Burbank	AM	0.883	D	0.884	D	0.001	No
			PM	0.972	E	1.041	F	0.069	**Yes**
			WKEND	0.683	B	0.725	C	0.042	*Affected*
8	N Hollywood Way & Burbank Blvd	Burbank	AM	0.853	D	0.862	D	0.009	No
			PM	0.832	D	0.852	D	0.020	**Yes**
			WKEND	0.595	A	0.613	B	0.018	No
9	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.849	D	0.856	D	0.007	No
			PM	0.876	D	0.893	D	0.017	No
			WKEND	0.690	B	0.700	B	0.010	No
10	N Hollywood Way & Verdugo Ave	Burbank	AM	0.772	C	0.783	C	0.011	No
			PM	0.840	D	0.849	D	0.009	No
			WKEND	0.545	A	0.555	A	0.010	No
11	N Hollywood Way & W Alameda Ave	Burbank	AM	0.744	C	0.747	C	0.003	No
			PM	0.669	B	0.682	B	0.013	No
			WKEND	0.418	A	0.432	A	0.014	No
12	N Hollywood Way & Riverside Dr	Burbank	AM	0.490	A	0.494	A	0.004	No
			PM	0.686	B	0.687	B	0.001	No
			WKEND	0.350	A	0.355	A	0.005	No
13	N Hollywood Way & W Olive Ave	Burbank	AM	0.592	A	0.602	B	0.010	No
			PM	0.760	C	0.769	C	0.009	No
			WKEND	0.500	A	0.506	A	0.006	No
14	Pass Ave & SR-134 EB Off-Ramp	Burbank/Caltrans	AM	0.686	B	0.700	C	0.014	No
			PM	0.682	B	0.687	B	0.005	No
			WKEND	0.355	A	0.360	A	0.005	No
15	SR-134 Ramps/N Cordova St & W Alameda Ave	Burbank/Caltrans	AM	0.592	A	0.597	A	0.005	No
			PM	0.555	A	0.557	A	0.002	No
			WKEND	0.340	A	0.342	A	0.002	No
16	N Buena Vista St & N Glenoaks Blvd	Burbank	AM	0.722	C	0.724	C	0.002	No
			PM	0.658	B	0.665	B	0.007	No
			WKEND	0.465	A	0.469	A	0.004	No
17	N Buena Vista St & I-5 NB Ramps	Burbank/Caltrans	AM	0.891	D	0.916	E	0.025	**Yes**
			PM	1.035	F	1.045	F	0.010	**Yes**
			WKEND	0.521	A	0.531	A	0.010	No
18	N Buena Vista St & Winona Ave	Burbank	AM	0.762	C	0.782	C	0.020	No
			PM	0.840	D	0.860	D	0.020	**Yes**
			WKEND	0.843	D	0.861	D	0.018	No
19	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.839	D	0.863	D	0.024	**Yes**
			PM	0.682	B	0.740	C	0.058	*Affected*
			WKEND	0.618	B	0.635	B	0.017	No
20	N Buena Vista St & Thornton Ave	Burbank	AM	0.541	A	0.542	A	0.001	No
			PM	0.581	A	0.583	A	0.002	No
			WKEND	0.278	A	0.280	A	0.002	No
21	N Buena Vista St & W Empire Ave	Burbank	AM	0.551	A	0.556	A	0.005	No
			PM	0.625	B	0.633	B	0.008	No
			WKEND	0.462	A	0.464	A	0.002	No
22	N Buena Vista St & W Victory Blvd	Burbank	AM	0.835	D	0.841	D	0.006	No
			PM	0.935	E	0.945	E	0.010	No
			WKEND	0.692	B	0.702	C	0.010	No
23	N Buena Vista St & Burbank Blvd	Burbank	AM	0.842	D	0.843	D	0.001	No
			PM	0.817	D	0.821	D	0.004	No
			WKEND	0.641	B	0.645	B	0.004	No
24	N Buena Vista St & Magnolia Blvd	Burbank	AM	0.896	D	0.898	D	0.002	No
			PM	0.896	D	0.898	D	0.002	No
			WKEND	0.680	B	0.683	B	0.003	No
25	N Buena Vista St & W Olive Ave	Burbank	AM	0.853	D	0.855	D	0.002	No
			PM	0.824	D	0.827	D	0.003	No
			WKEND	0.582	A	0.585	A	0.003	No
26	S Buena Vista St & W Alameda Ave	Burbank	AM	0.707	C	0.707	C	0.000	No
			PM	0.896	D	0.899	D	0.003	No
			WKEND	0.509	A	0.512	A	0.003	No
27	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.796	C	0.805	D	0.009	No
			PM	0.764	C	0.771	C	0.007	No
			WKEND	0.527	A	0.532	A	0.005	No
28	N Hollywood Way NB Off-Ramp & N San Fernando Blvd	Burbank	AM	0.319	A	0.326	A	0.007	No
			PM	0.206	A	0.234	A	0.028	No
			WKEND	0.305	A	0.318	A	0.013	No
31	N Hollywood Way SB Ramps & N San Fernando Blvd	Burbank	AM	0.287	A	0.368	A	0.081	No
			PM	0.234	A	0.265	A	0.031	No
			WKEND	0.262	A	0.273	A	0.011	No
36	N Ontario St & Winona Ave	Burbank	AM	0.187	A	0.188	A	0.001	No
			PM	0.170	A	0.176	A	0.006	No
			WKEND	0.057	A	0.060	A	0.003	No
37	N Ontario St & Thornton Ave	Burbank	AM	0.483	A	0.484	A	0.001	No
			PM	0.405	A	0.407	A	0.002	No
			WKEND	0.165	A	0.167	A	0.002	No

TABLE 6
EXISTING PLUS PROJECT LEVEL OF SERVICE ANALYSIS FOR SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Significant?
38	N Ontario St & W Empire Ave	Burbank	AM	0.264	A	0.266	A	0.002	No
			PM	0.285	A	0.285	A	0.000	No
			WKEND	0.138	A	0.139	A	0.001	No
39	N Avon St & W Empire Ave	Burbank	AM	0.256	A	0.256	A	0.000	No
			PM	0.354	A	0.364	A	0.010	No
			WKEND	0.224	A	0.233	A	0.009	No
40	N Hollywood Way & W Empire Ave	Burbank	AM	0.266	A	0.283	A	0.017	No
			PM	0.309	A	0.337	A	0.028	No
			WKEND	0.205	A	0.221	A	0.016	No
43	N Victory Pl & W Burbank Blvd	Burbank	AM	0.719	C	0.728	C	0.009	No
			PM	0.798	C	0.829	D	0.031	**Yes**
			WKEND	0.820	D	0.830	D	0.010	No
44	I-5 SB Off-Ramp/N Front St & E Burbank Blvd	Burbank/Caltrans	AM	0.867	D	0.871	D	0.004	No
			PM	0.931	E	0.950	E	0.019	**Yes**
			WKEND	0.893	D	0.901	E	0.008	No
45	I-5 NB Off-Ramp & W Burbank Blvd	Burbank/Caltrans	AM	0.497	A	0.497	A	0.000	No
			PM	0.539	A	0.539	A	0.000	No
			WKEND	0.658	B	0.658	B	0.000	No
46	Airport & W Empire Ave	Burbank	AM	0.365	A	0.390	A	0.025	No
			PM	0.368	A	0.383	A	0.015	No
			WKEND	0.246	A	0.252	A	0.006	No
47	Clybourn Ave & Vanowen St [2]	Burbank	AM	0.740	C	0.774	C	0.034	No
			PM	0.772	C	0.800	C	0.028	No
			WKEND	0.447	A	0.463	A	0.016	No
		Los Angeles	AM	0.409	A	0.434	A	0.025	No
			PM	0.492	A	0.512	A	0.020	No
			WKEND	0.243	A	0.254	A	0.011	No
48	Vineland Ave & Vanowen St	Los Angeles	AM	0.828	D	0.840	D	0.013	No
			PM	0.925	E	0.939	E	0.015	**Yes**
			WKEND	0.611	B	0.617	B	0.006	No
49	Vineland Ave & Victory Blvd	Los Angeles	AM	0.663	B	0.671	B	0.008	No
			PM	0.661	B	0.670	B	0.009	No
			WKEND	0.517	A	0.521	A	0.004	No
50	N Glenoaks Blvd & Cohasset St [2]	Burbank	AM	0.787	C	0.802	D	0.015	No
			PM	0.705	C	0.720	C	0.015	No
			WKEND	0.792	C	0.803	D	0.011	No
		Los Angeles	AM	0.726	C	0.742	C	0.016	No
			PM	0.639	B	0.655	B	0.016	No
			WKEND	0.732	C	0.743	C	0.011	No

TABLE 6
EXISTING PLUS PROJECT LEVEL OF SERVICE ANALYSIS FOR SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Significant?
51	N Glenoaks Blvd & Tulare Ave/Keystone St [3]	Burbank	AM	0.514	A	0.515	A	0.002	No
			PM	0.446	A	0.448	A	0.002	No
			WKEND	0.353	A	0.356	A	0.003	No
52	N Glenoaks Blvd & Winona Ave/Irving Dr	Burbank	AM	0.517	A	0.521	A	0.004	No
			PM	0.524	A	0.541	A	0.017	No
			WKEND	0.437	A	0.445	A	0.008	No
53	Scott Rd & Glenoaks Blvd/Peyton Ave [3]	Burbank	AM	1.103	F	1.106	F	0.003	No
			PM	0.825	D	0.829	D	0.004	No
			WKEND	0.704	C	0.710	C	0.005	No
54	Burbank Blvd & Victory Blvd	Burbank	AM	0.476	A	0.479	A	0.003	No
			PM	0.449	A	0.464	A	0.015	No
			WKEND	0.426	A	0.432	A	0.006	No
55	Buena Vista St & Verdugo Ave	Burbank	AM	0.862	D	0.863	D	0.001	No
			PM	0.877	D	0.880	D	0.003	No
			WKEND	0.578	A	0.580	A	0.002	No
56	San Fernando Rd & Strathern St EB/Clybourn Ave	Los Angeles	AM	0.950	E	0.999	E	0.049	**Yes**
			PM	0.639	B	0.693	B	0.054	No
			WKEND	0.372	A	0.402	A	0.030	No
57	San Fernando Rd & Sunland Blvd	Los Angeles	AM	0.653	B	0.669	B	0.016	No
			PM	0.601	B	0.613	B	0.012	No
			WKEND	0.424	A	0.433	A	0.009	No
58	Vineland Ave & Strathern St	Los Angeles	AM	0.561	A	0.582	A	0.021	No
			PM	0.559	A	0.582	A	0.023	No
			WKEND	0.425	A	0.434	A	0.009	No
59	Tujunga Ave & Vanowen St	Los Angeles	AM	0.635	B	0.649	B	0.014	No
			PM	0.662	B	0.675	B	0.013	No
			WKEND	0.384	A	0.389	A	0.005	No
60	Olive Ave & Pass Ave	Burbank	AM	0.720	C	0.721	C	0.001	No
			PM	0.773	C	0.776	C	0.003	No
			WKEND	0.453	A	0.454	A	0.001	No
61	Barham Blvd & Lakeside Plaza/Forest Lawn Dr	Los Angeles	AM	0.932	E	0.936	E	0.004	No
			PM	0.842	D	0.844	D	0.002	No
			WKEND	0.576	A	0.578	A	0.002	No

Notes:

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:
City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology
unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)
City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;
signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

[3] 6-legged intersection, v/c calculated by hand

TABLE 7
EXISTING PLUS PROJECT LEVEL OF SERVICE ANALYSIS FOR UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	INTERSECTION CONTROL	JURISDICTION [1]	PEAK HOUR	Existing (2017)		Existing (2017) + Project		Impacts	
					V/C or Delay	LOS	V/C or Delay	LOS	Project-Related Increase in Vehicle Trips Through Intersection	Significant?
29	N Hollywood Way NB & San Fernando Rd WB Ramps	Un-Controlled	Burbank	AM	0.0	A	0.0	A	10%	No
				PM	0.0	A	0.0	A	18%	No
				WKEND	0.0	A	0.0	A	10%	No
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps	TWSC	Burbank	AM	22.6	C	30.9	D	13%	**Yes**
				PM	11.5	B	12.6	B	14%	No
				WKEND	11.6	B	12.3	B	10%	No
32	N San Fernando Blvd & Cohasset St [2]	TWSC	Burbank/Los Angeles	AM	13.0	B	17.4	C	20%	No
				PM	11.2	B	18.4	C	29%	No
				WKEND	9.6	A	11.8	B	17%	No
33	Kenwood St & Cohasset St [2]	TWSC	Burbank/Los Angeles	AM	8.8	A	8.8	A	205%	No
				PM	8.7	A	9.6	A	245%	No
				WKEND	8.6	A	8.9	A	202%	No
34	San Fernando Blvd & I-5 SB Ramps	AWSC	Burbank	AM	17.4	C	19.1	C	4%	No
				PM	28.9	D	33.9	D	5%	**Yes**
				WKEND	36.2	E	40.5	E	39	**Yes**
35	N San Fernando Blvd & Winona Ave	TWSC	Burbank	AM	14.8	B	15.3	C	9%	No
				PM	12.2	B	13.2	B	13%	No
				WKEND	12.1	B	12.4	B	5%	No

Notes:

TWSC Two-way stop controlled intersections

AWSC All-way stop controlled intersections

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:

City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology

unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)

City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;

signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] For unsignalized intersections on the boarder between the City of Los Angeles and the City of Burbank, HCM 2000 LOS methodology is shown here; signal warrant analysis is also conducted

4. FUTURE TRAFFIC CONDITIONS

To evaluate the potential impacts of the proposed project on Future Base (Year 2024) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the project (related projects). These projected traffic volumes, identified herein as the Future Base conditions, represent the future study year conditions without the proposed project. The traffic generated by the proposed project was then estimated and assigned to the surrounding street system. The project traffic was added to the Future Base to form the Future plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the project itself.

FUTURE BASE TRAFFIC PROJECTIONS

The Future Base traffic projections reflect growth in traffic from two primary sources: background or ambient growth in the existing traffic volumes to reflect the effects of overall regional growth both in and outside of the study area, and traffic generated by specific projects in, or in the vicinity of, the study area. In addition, traffic shifts due to the Burbank Airport Terminal Replacement were also considered. These factors are described below.

Areawide Traffic Growth

The City of Burbank General Plan forecasts growth of traffic volumes of approximately 0.72% per year in the vicinity of the study area. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate at least through the year 2024. With the assumed completion date of 2024, per the direction of City of Burbank staff, the existing 2017 traffic volumes were adjusted upward by 5.2% to reflect areawide regional growth.

Due to construction on Interstate 5 when existing counts were taken, several movements were restricted when existing counts were taken at intersections 17, 18, and 19, as shown in Appendix A. In order to develop future forecasts at these intersections, count data from 2014 was used when construction was not occurring and all available movements were possible at these intersections. 2014 counts are shown in Appendix A. These counts were grown using the same growth factor established in the model, 0.72% per year, to create existing base volumes (year 2017), which were then adjusted by the same 5.2% growth factor as all other volumes to account for area-wide growth.

Future Project Traffic Generation and Assignment

The second part of background traffic growth is the traffic generated by related projects. Related projects or cumulative projects are planned developments to be completed in the same timeframe as the proposed project. Future projects are taken into account in terms of the extent of growth, the location of growth, and the origins/destinations of trips.

Information on future projects was collected from the City of Burbank. A total of 17 related projects that affect the study area were identified. Six related projects within the City of Los Angeles were also identified. The projects are summarized in Table 8 and their locations illustrated in Figure 10.

Trip generation estimates for each of the related projects listed in Table 8 were provided by the respective city or developed using trip generation rates from *Trip Generation, 9th Edition*, (ITE, 2012), unless otherwise noted. Combined, the future projects are estimated to generate approximately 79,363 daily weekday trips, of which 8,800 vehicles per hour (vph) will occur during the morning peak hour and 9,536 vph during the evening peak hour. On weekends, 4,970 vph are estimated to occur during the peak hour. Figure 11 illustrates weekday AM, weekday PM, and weekend peak hour future project traffic volumes for the analyzed intersections.

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the projects in relation to the surrounding street system. The trip generation estimates were assigned to the local street system using the trip distribution pattern described above, or taken from existing traffic studies when available.

Background Shifts Due to Burbank Airport Terminal Replacement

Burbank Airport's terminal is planned to be relocated from its current location between Empire Avenue and Hollywood Way to a new location on North Hollywood Way at the current location of Airport Lot A and the employee parking lot. Background traffic shifts for this project were developed during a traffic impact study for the project EIR, dated June 2016, and these shifts were incorporated into the Future Base analysis as part of this study.[1] Vehicle shifts are localized near the airport, reflecting the changing locations of the terminal, and shown in Figure 12

Background Shifts Due to Opening of Empire Avenue Interchange and Reconfiguration of Burbank Boulevard Interchange

As part of the Interstate-5 reconstruction, a new ramp interchange is being constructed at Empire Avenue that will provide new on- and off-ramps for both northbound and southbound travel. In addition, the interchange at Burbank Boulevard is being reconfigured to provide on- and off-ramps for both northbound and southbound travel. Currently the interchange at Burbank Boulevard does not include a northbound on-ramp. The study used the City model and existing counts to estimate background shifts, which are expected to mostly move trips from the Buena Vista Street/San Fernando Boulevard ramps to the Empire Avenue Interchange, as the Burbank Boulevard ramps will continue functioning as the most direct access point to downtown Burbank. Background shifts related to the new interchange are shown in Figure 13.

[1] Environmental Impact Report for a Replacement Airline Passenger Terminal at Burbank Bob Hope Airport. June 2016. http://burreplacementterminal.com/eir-documents/

Future Base Traffic Volumes

Figure 14 illustrates the Future Base year 2024 weekday AM, weekday PM, and weekend peak hour traffic volumes for the analyzed intersections. The Future Base traffic conditions represent an estimate of future conditions without the proposed project.

Future Base Traffic Conditions and Level of Service

The year 2024 Future Base peak hour traffic volumes, illustrated in Figure 14, were analyzed to determine the projected V/C ratio or delay and LOS for each of the analyzed intersections. Table 9 summarizes the Future Base LOS for signalized intersections, and Table 10 shows the Future Base LOS for unsignalized intersection in the City of Burbank. As indicated, 34 of the 61 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following 25 intersections are projected to operate at LOS E or worse during one or both of the peak hours:

4. North Hollywood Way & Winona Avenue
5. North Hollywood Way & Thornton Avenue
7. North Hollywood Way & Victory Boulevard
8. North Hollywood Way & Burbank Boulevard
9. North Hollywood Way & Magnolia Boulevard
10. North Hollywood Way & Verdugo Avenue
11. North Hollywood Way & West Alameda Avenue
12. North Hollywood Way & Riverside Drive
13. North Hollywood Way & West Olive Avenue
17. North Buena Vista Street & I-5 NB Ramps
22. North Buena Vista Street & West Victory Boulevard
23. North Buena Vista Street & Burbank Boulevard
24. North Buena Vista Street & Magnolia Boulevard
25. North Buena Vista Street & Olive Avenue
26. South Buena Vista Street & West Alameda Avenue
27. South Buena Vista Street & SR-134 WB Ramps/Riverside Drive
30. North Hollywood Way SB & North San Fernando Boulevard EB Ramps
34. San Fernando Boulevard & I-5 SB Ramps
44. I-5 SB Off-Ramp & North Front Street/East Burbank Boulevard

48. Vineland Avenue & Vanowen Street
53. Scott Road & Glenoaks Boulevard/Peyton Avenue
55. Buena Vista Street & Verdugo Avenue
56. San Fernando Road & Strathern Street EB/Clybourn Avenue
60. Olive Avenue & Pass Avenue
61. Barham Boulevard & Lakeside Plaza/Forest Lawn Drive

TABLE 8
RELATED PROJECTS TRIP GENERATION ESTIMATES

	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Units	Status	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips			Net Saturday Peak Hour Trip [a]		
								In	Out	Total	In	Out	Total	In	Out	Total
City of Burbank Development Projects																
1	Mixed-Use Project 3901 Riverside Drive Riverside Drive & Kenwood Street (Media District)	Retail Restaurant Residential [b]	Shopping Center - 820 Quality Restaurant - 931 Apartment - 220	3.0 4.6 4	KSF KSF DU	Entitled	559	4	5	9	28	19	47	38	29	66
2	Mixed-Use Project 3805 Olive Avenue	Restaurant Coffee Shop	Quality Restaurant - 931 Fast-Food w/out D.T. (coffee shop) - 933,SANDAG	14.6 1.8	KSF KSF	Entitled	2,570	69	66	135	101	61	162	141	115	256
3	Media Studios North Original Remaining Entitlement 3333 Empire Avenue	General Office	General Office - 710	95.0	KSF	Entitled	1,046	129	17	147	24	117	141	22	19	41
4	Media Studios North Expanded Entitlement 3333 Empire Avenue	General Office	General Office - 710	73.0	KSF	Entitled	724	89	13	102	17	81	98	15	13	27
5	Mixed-Use Project 1112 West Burbank Blvd	Medical-Dental Office General Office Retail Less Pass-by	Medical-Dental Office - 720 General Office - 710 Specialty Retail - SANDAG 10%	2.5 11.3 4.2	KSF KSF KSF	Under Construction	448	30	8	38	19	52	71	18	16	34
6	Talaria (Mixed-Use) 3401 West Olive Avenue	Whole Foods Luxury Apartments [b]	Supermarket - 850 Mid-Rise Apartments - 223 [b]	43.0 241	KSF DU	Under Construction	3,204	75	151	226	189	141	330	144	156	301
7	Metrolink Station - Bob Hope Airport Hollywood Way and Cohasset	Metrolink Station	Custom	n/a	n/a	Under Construction	2,124	55	61	116	72	52	124	29	30	59
8	First Street Village Mixed Use Project Area bounded by First, Magnolia, I-5, and alley south of Palm	Residential [b] Restaurant Retail	Apartment - 220 [b] High Turnover Sit Down Restaurant Shopping Center - 820	220 9.3 12.0	DU KSF KSF	Undergoing Environmental Review	2,078	(33)	104	71	139	24	163	92	102	194
9A	Premiere at First Street - First, Tujunga, San Fernando, Verdugo Phase I	High-Rise Condo [b] Retail	*Traffic Study Trip Generation [b]* *Traffic Study Trip Generation*	154 10.6	DU KSF	Undergoing Environmental Review	840	13	56	69	42	25	67	50	55	105
9B	Phase IIB [c]	General Office Retail	*Traffic Study Trip Generation* *Traffic Study Trip Generation*	158.0 14.1	KSF KSF		1,194	141	19	160	26	128	154	72	64	136
10	AC Hotel Project 550 N Third Street	Hotel	Hotel - 310	196	Rooms	Undergoing Environmental Review	1,518	56	39	95	56	51	107	75	59	134
11 [d]	Burbank Town Center Redevelopment 600 N San Fernando Blvd Area bounded by First, Magnolia, Burbank, and Third	Apartments [b] Condominiums [b] Retail/Restaurant Hotel Restaurant	Apartment - 220 [b] Apartment - 220 [b] High Turnover Sit Down Restaurant - 932 Hotel - 310 High Turnover Sit Down Restaurant - 932	1,024 70 37.4 200 10.0	DU DU KSF Rooms KSF	Development Application Received [d]	14,939	456	720	1,177	782	483	1,265	679	701	1,380
12 [d]	Airport Hotels - 2500 N Hollywood Way Phase I Phase IIA [d] Phase IIB [d]	Hotel Hotel General Office	Hotel - 310 Hotel - 310 General Office - 710	200 216 120	Rooms Rooms KSF	Development Application Received [d]	4,722	295	113	408	158	271	428	196	156	351
13	115 N Screenland Drive	Apartments [b] Retail	Apartment - 220 [b] Shopping Center - 820	40 3.730	Rooms KSF	Approved	425	6	18	24	12	27	39	18	20	39
STUDIO MASTER PLANS																
14	The Burbank Studios (formerly NBC) - 3000 W Alameda Ave Phase II (assume Ph II OE of 329,098) Main Studio Lot Remaining Entitlement	General Office [e]	*Traffic Study Trip Generation* *Traffic Study Trip Generation*	289.431 670.812	KSF KSF	Entitled Entitled	8,522	1,166	159	1,325	210	1,023	1,232	141	120	260
15	Warner Brothers - 4000 Warner Blvd Main Campus Ranch	General Office [e] General Office [e]	*Traffic Study Trip Generation* *Traffic Study Trip Generation*	2,017.786 782.648	KSF KSF	Entitled Entitled	19,150	2,736	373	3,110	560	2,734	3,293	333	284	617
16	Disney - 500 S. Buena Vista St. Remaining Entitlement	General Office [e]	*Traffic Study Trip Generation*	665.344	KSF	Entitled	5,543	767	105	872	140	684	824	93	79	172
OTHER SPECIAL GENERATORS																
17	Bob Hope Center Bounded by Olive Avenue, Alameda Avenue, and Lima Street	General Office	*Traffic Study Trip Generation*	109.470	KSF	Entitled	1,430	177	24	202	34	167	201	25	22	47
CITY OF LOS ANGELES DEVELOPMENT PROJECTS																
18	7634 Vineland Avenue Mixed Use Project	Retail Office Single Family Residential		11 11.950 (4)	KSF KSF DU		466	20	5	25	11	25	36	28	26	53
19	Sun Valley Ministries Mixed Use 9000 Sunland Boulevard	School Retail Office Single Family Homes Other		150 2 15.4 0 -3.6	Seats KSF KSF DU		1,582	89	48	137	74	103	177	18	12	30
20	6605 Lankershim Boulevard Mixed Use	Apartments Retail		140.0 16.1	DU KSF		904	(10)	33	23	37	30	67	77	74	150
21	7934 Lankershim Boulevard Shopping Center	Shopping Center		60.0	KSF		3,195	74	74	148	138	138	276	150	139	289
22	Carl's Jr. 6601 Lankershim Boulevard	Retail Fast Food with Drive-Through		4 2.723	KSF KSF		1,582	89	48	137	74	103	177	92	88	181
23	5513 Case Avenue Apartments	Apartments		90.000	DU		599	9	37	46	36	20	56	20	27	47

Notes:
KSF
DU

Source: Unless noted, Trip Generation Rates were provided by the City of Burbank

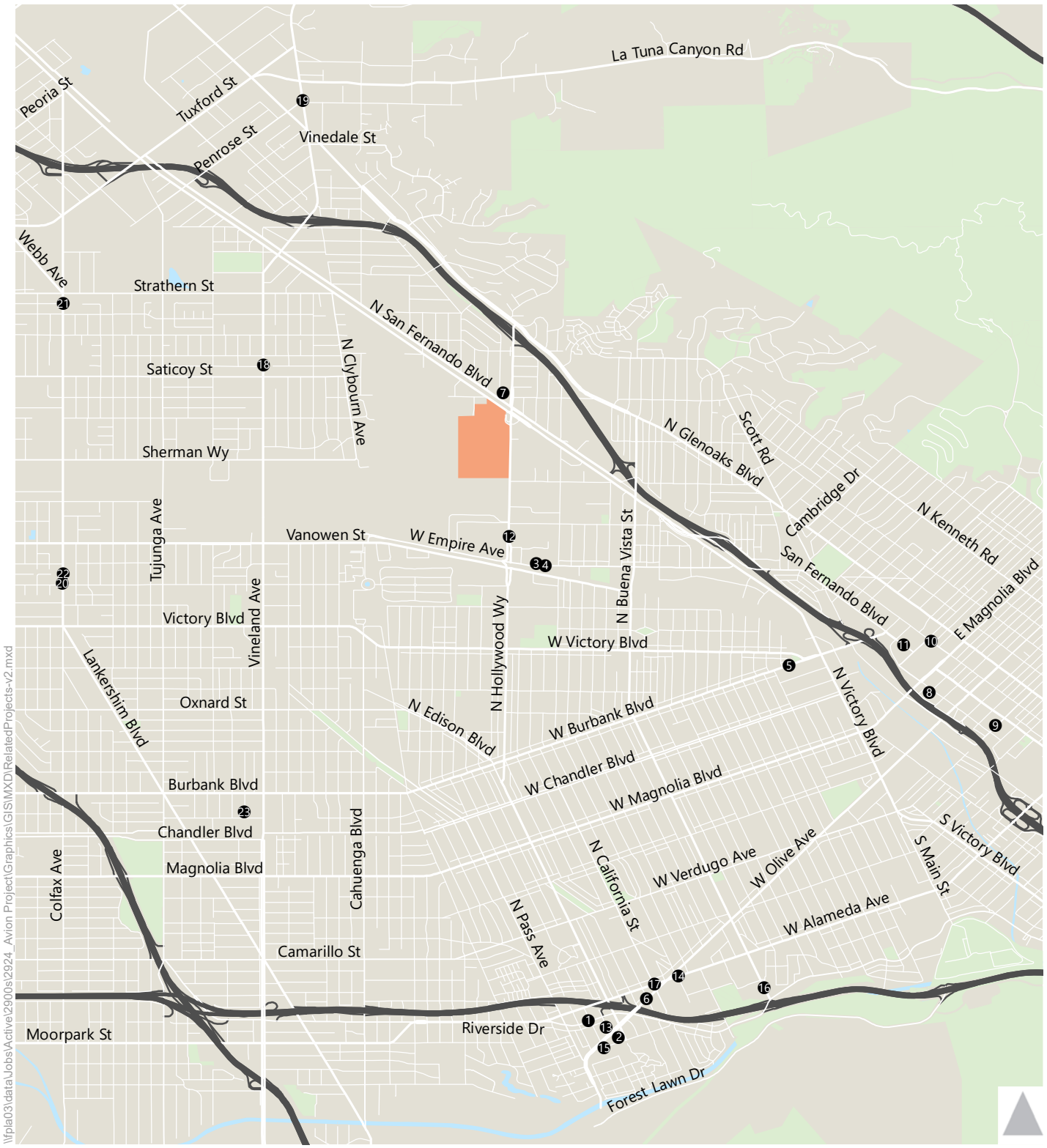
[a] Weekend Mid-Day Peak Hour trip generation rates were determined based on the Saturday mid-day Peak Hour of the Generator from ITE 9th Edition Trip Generation Manual (2012).

[b] Weekend Mid-Day Peak Hour trip generation in-out splits were not available, applied High Rise Residential Condominium/Townhouse (ITE232) in-out splits

[c] Project would construct either Phase IIA or IIB. Trip generation assumes phase IIB with higher trip generation would be constructed

[d] Weekday Peak Hour trip generation rates were determined based on ITE 9th Edition Trip Generation Manual (2012).

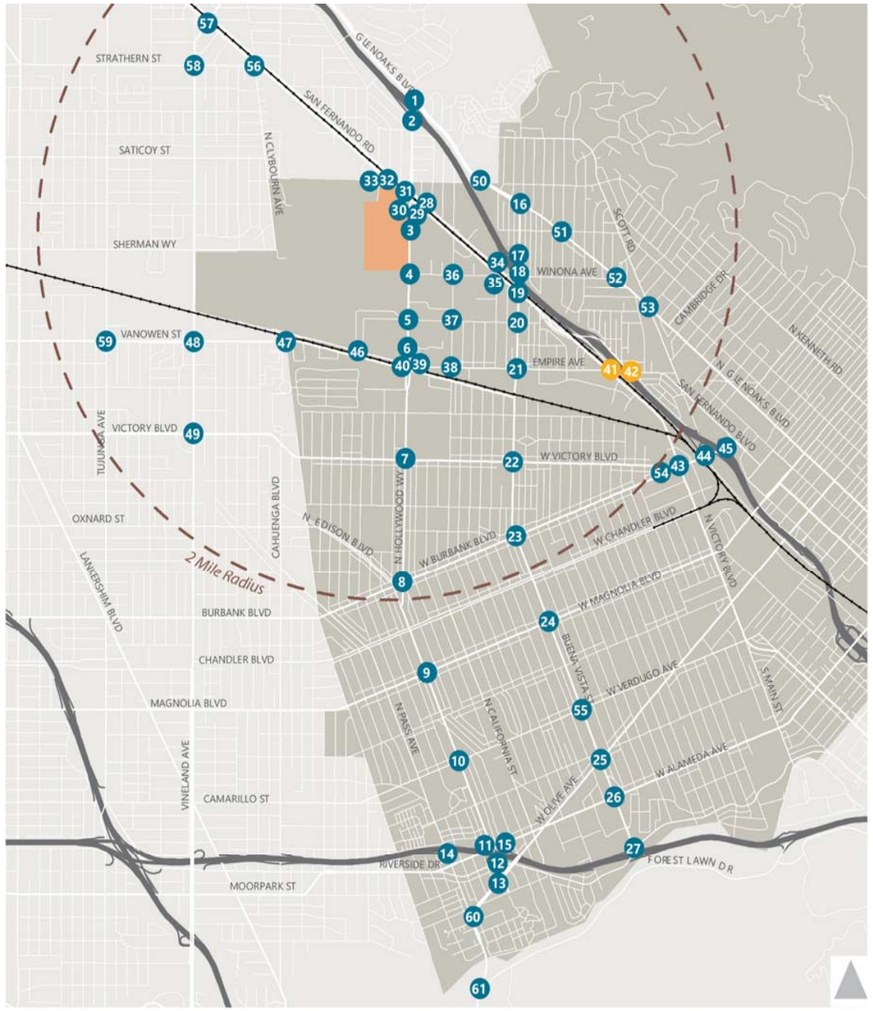
[e] Size presented here is in terms of office equivalency gross square feet.



● Related Projects Project Site

Figure 10

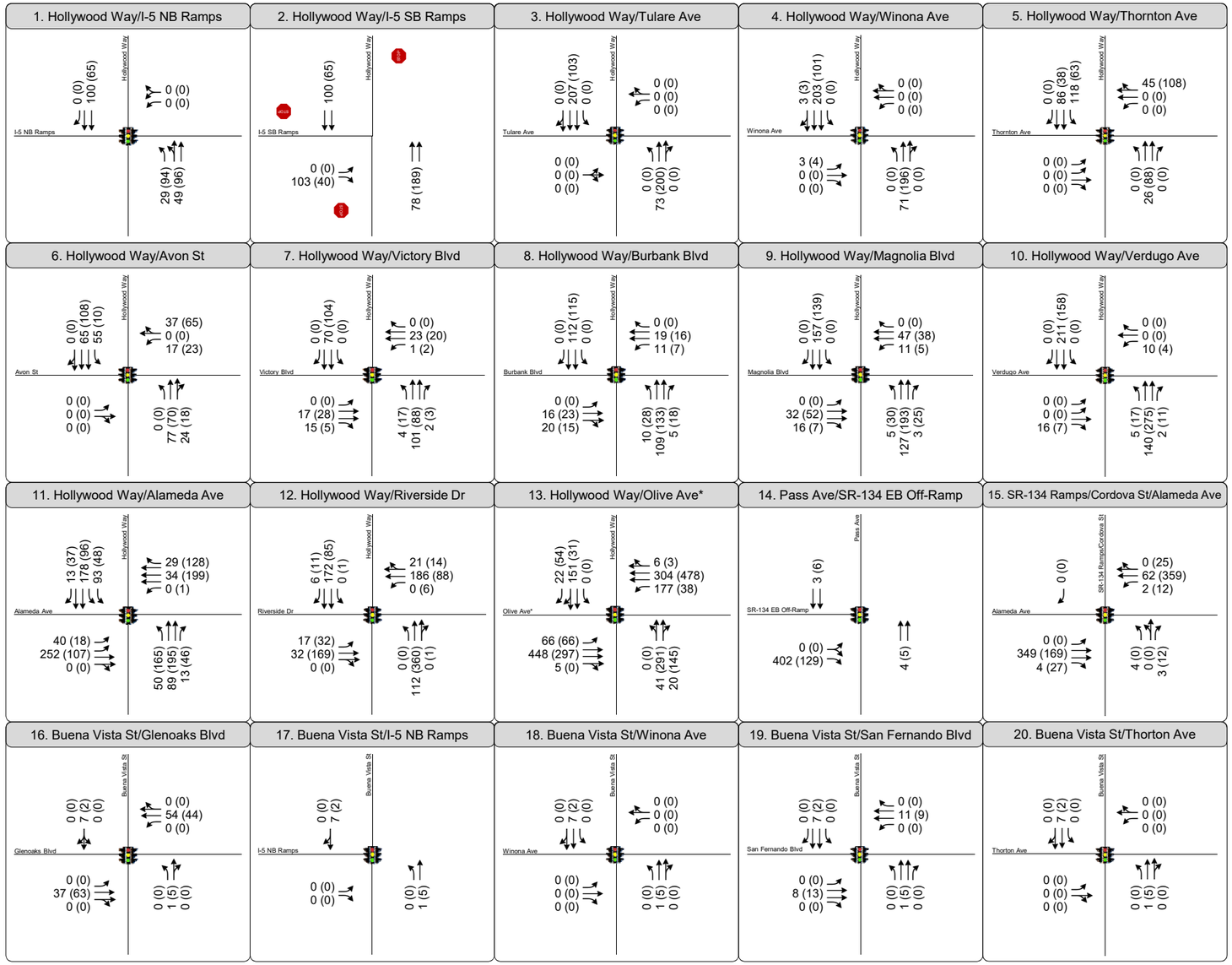
Locations of Related Project



Study Intersections

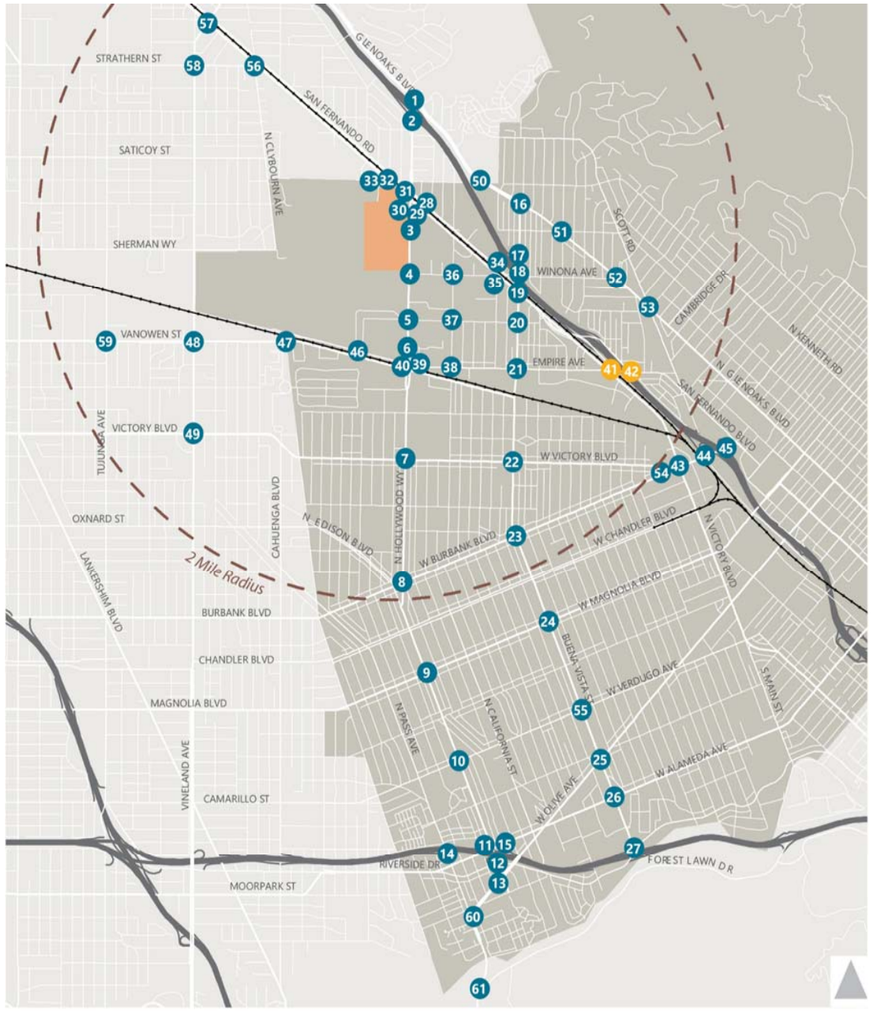
- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume



*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Related Projects - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

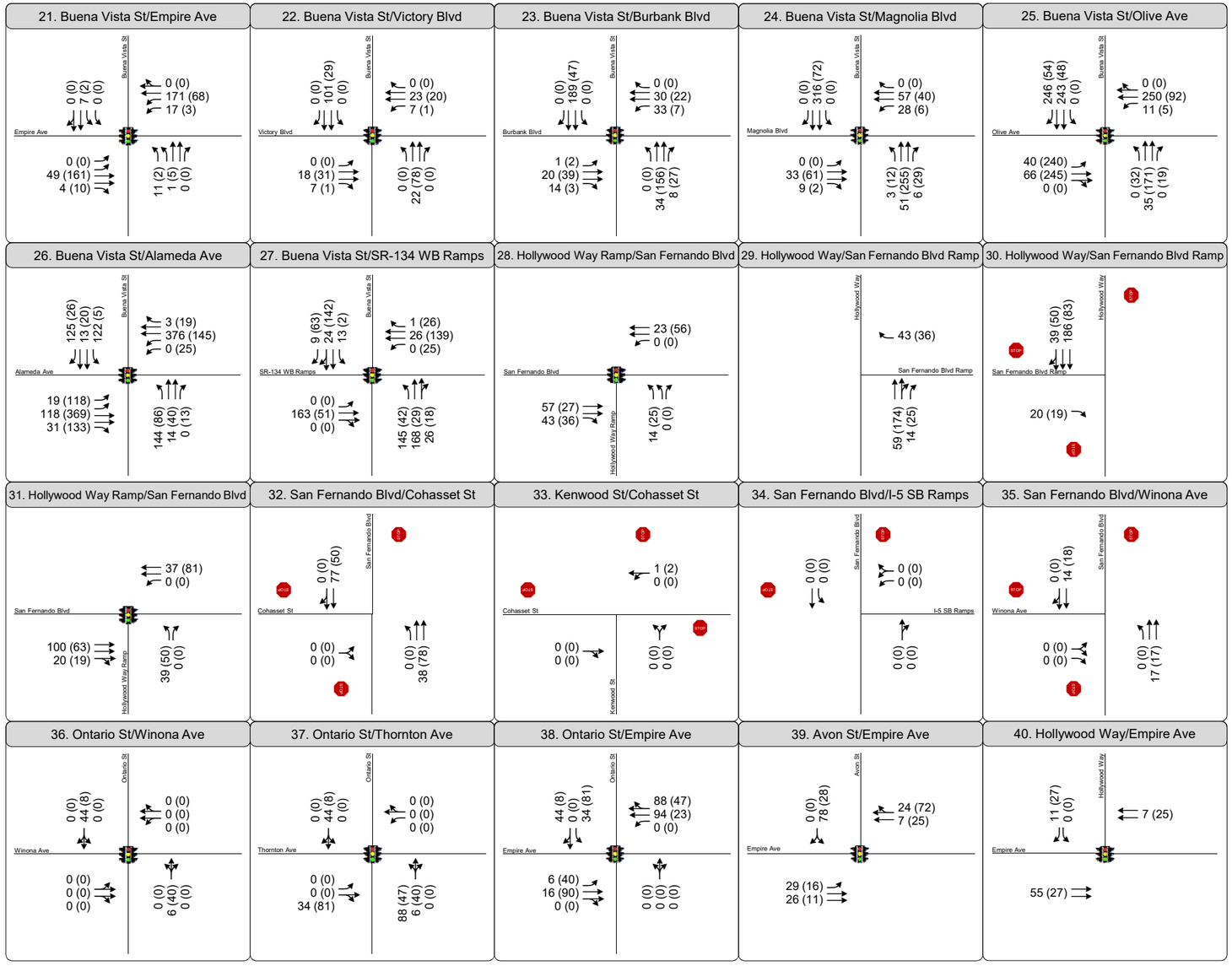
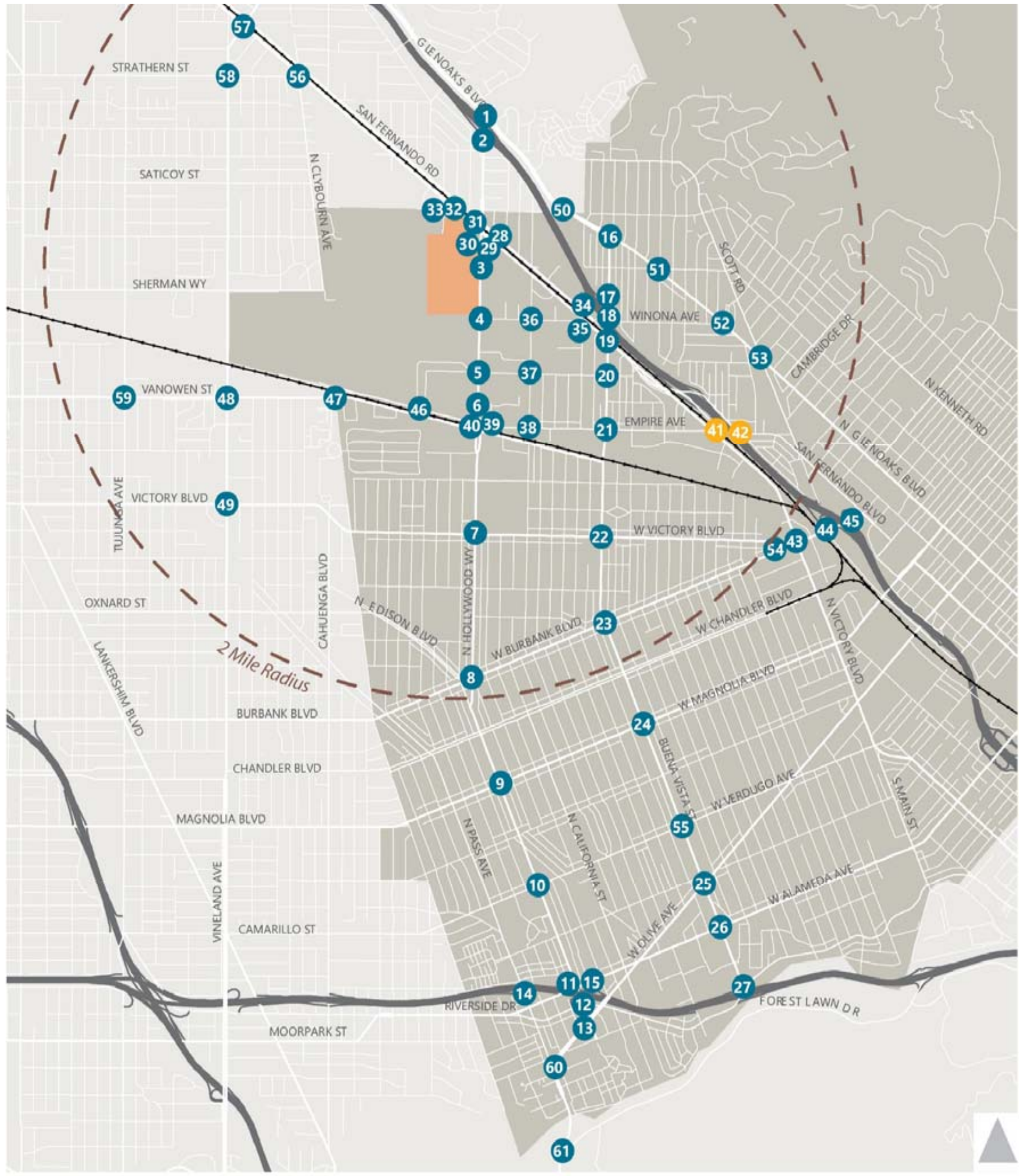


Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Related Projects - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

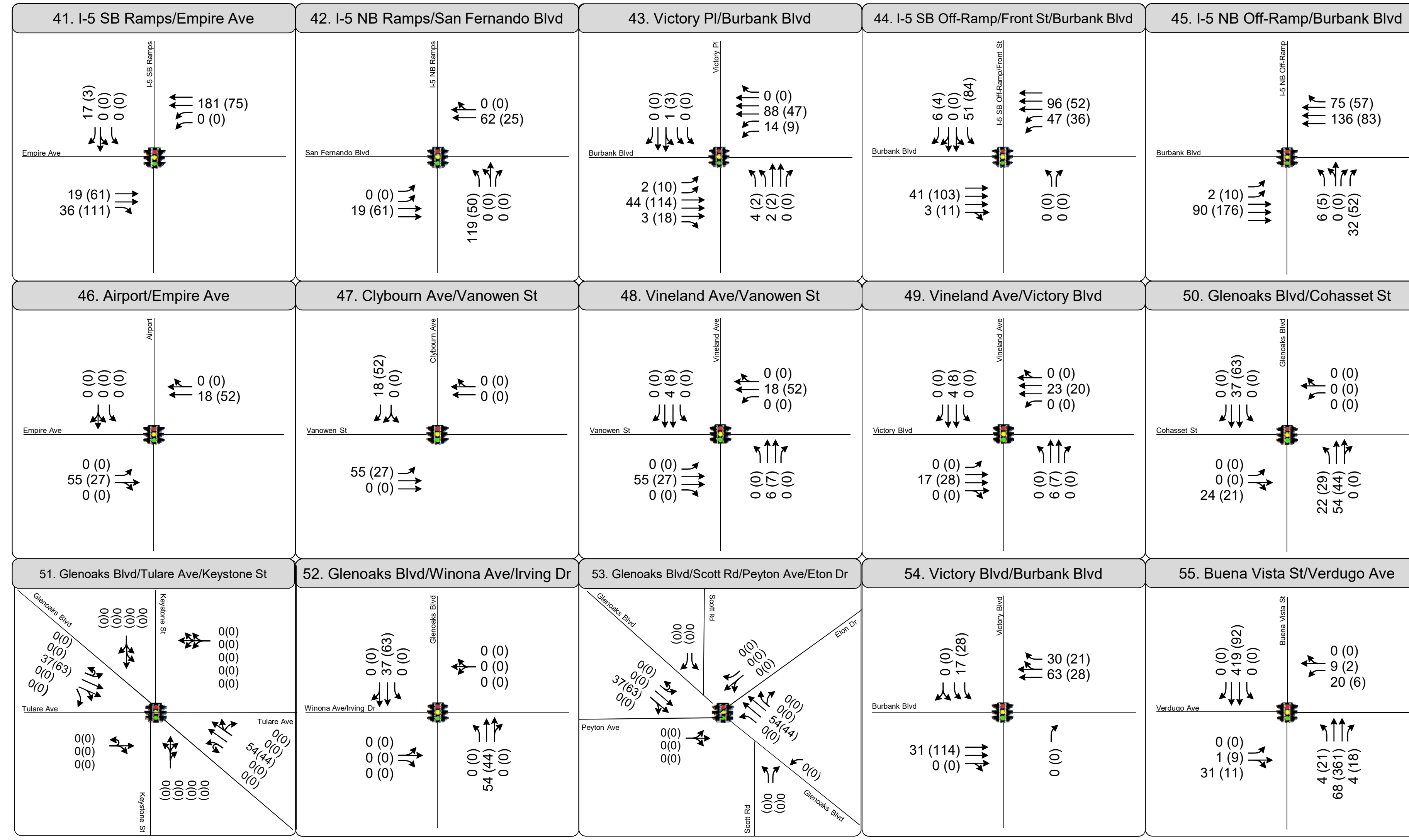
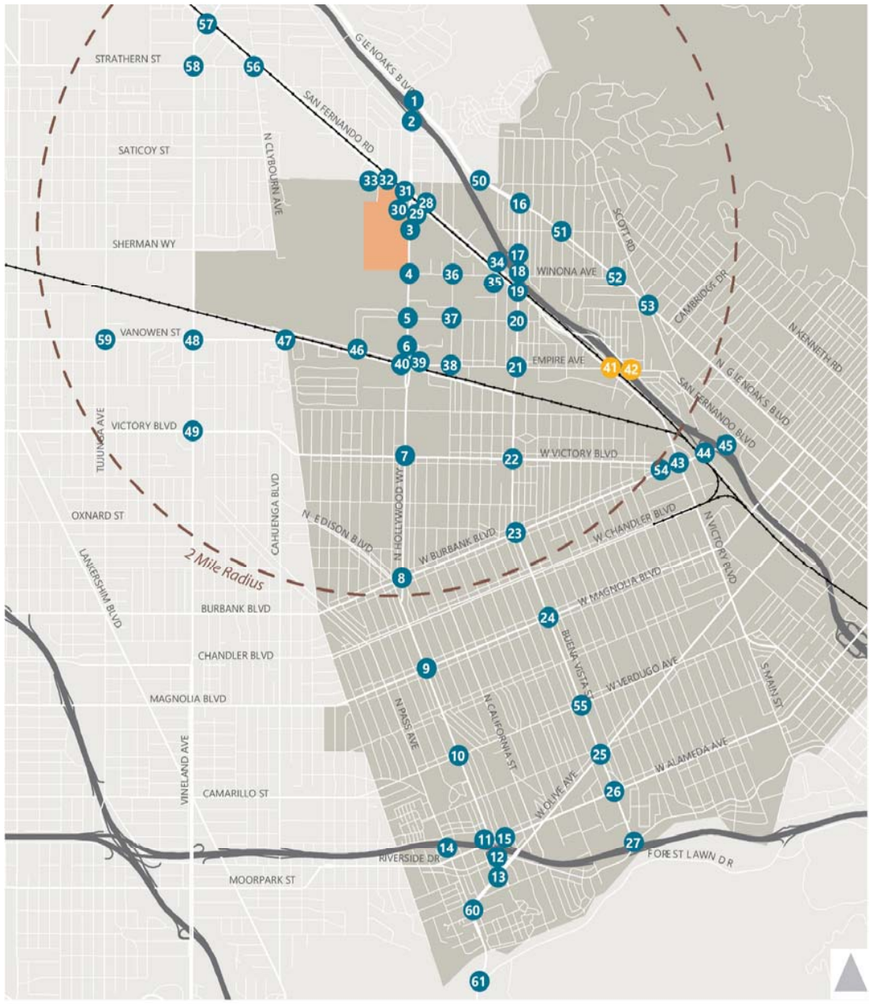


Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Related Projects - Weekday AM and PM



Study Intersections

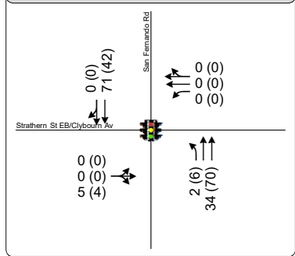
Current

Future

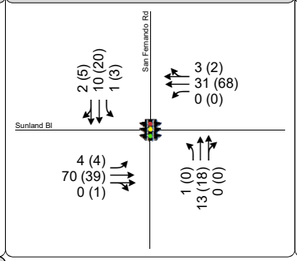
Project Site

AM (PM) Peak Hour Traffic Volume

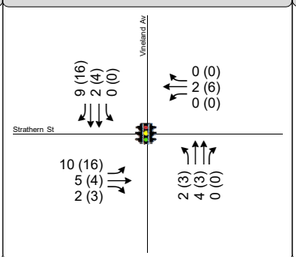
56. San Fernando Rd/Strathern St EB/Clybourn Av



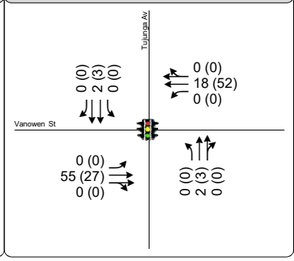
57. San Fernando Rd/Sunland Bl



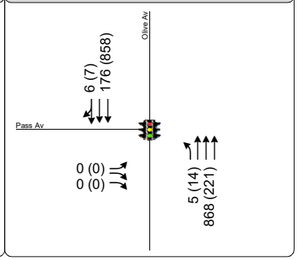
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

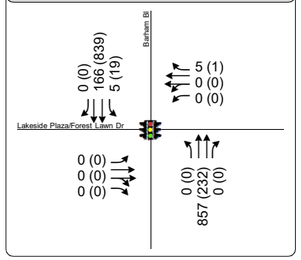
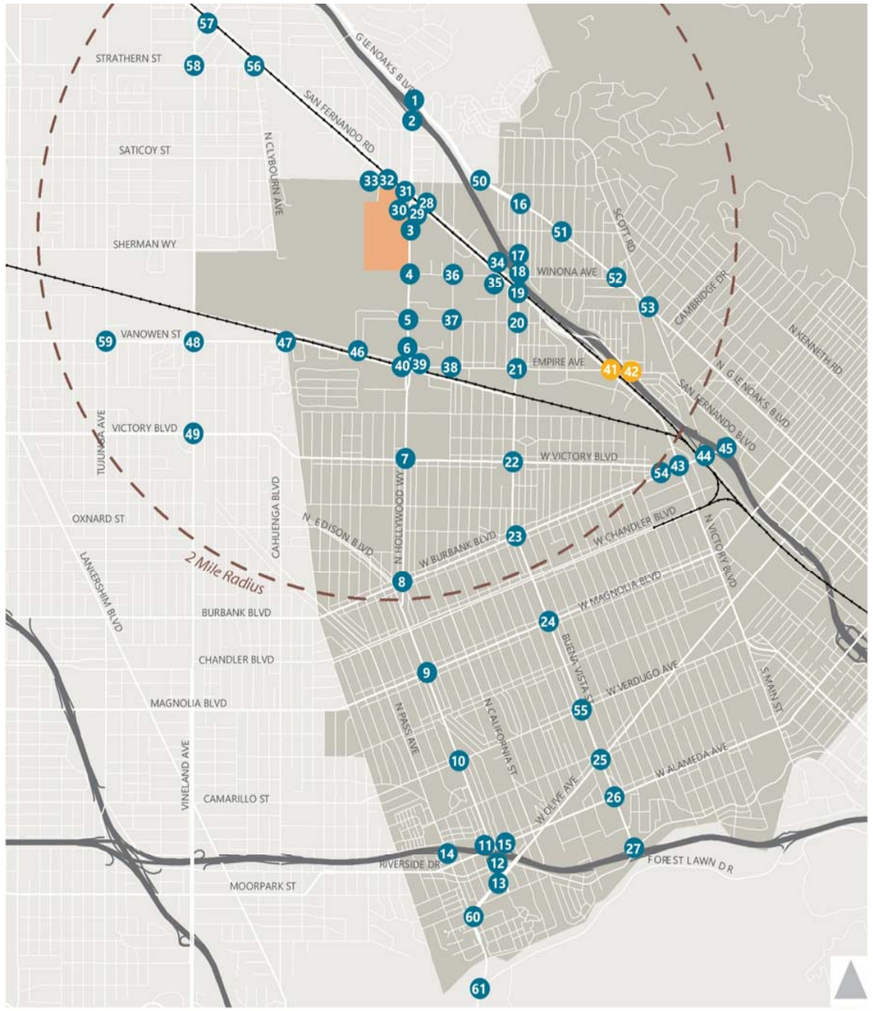


Figure 11

Peak Hour Traffic Volumes and Lane Configurations

Related Projects - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

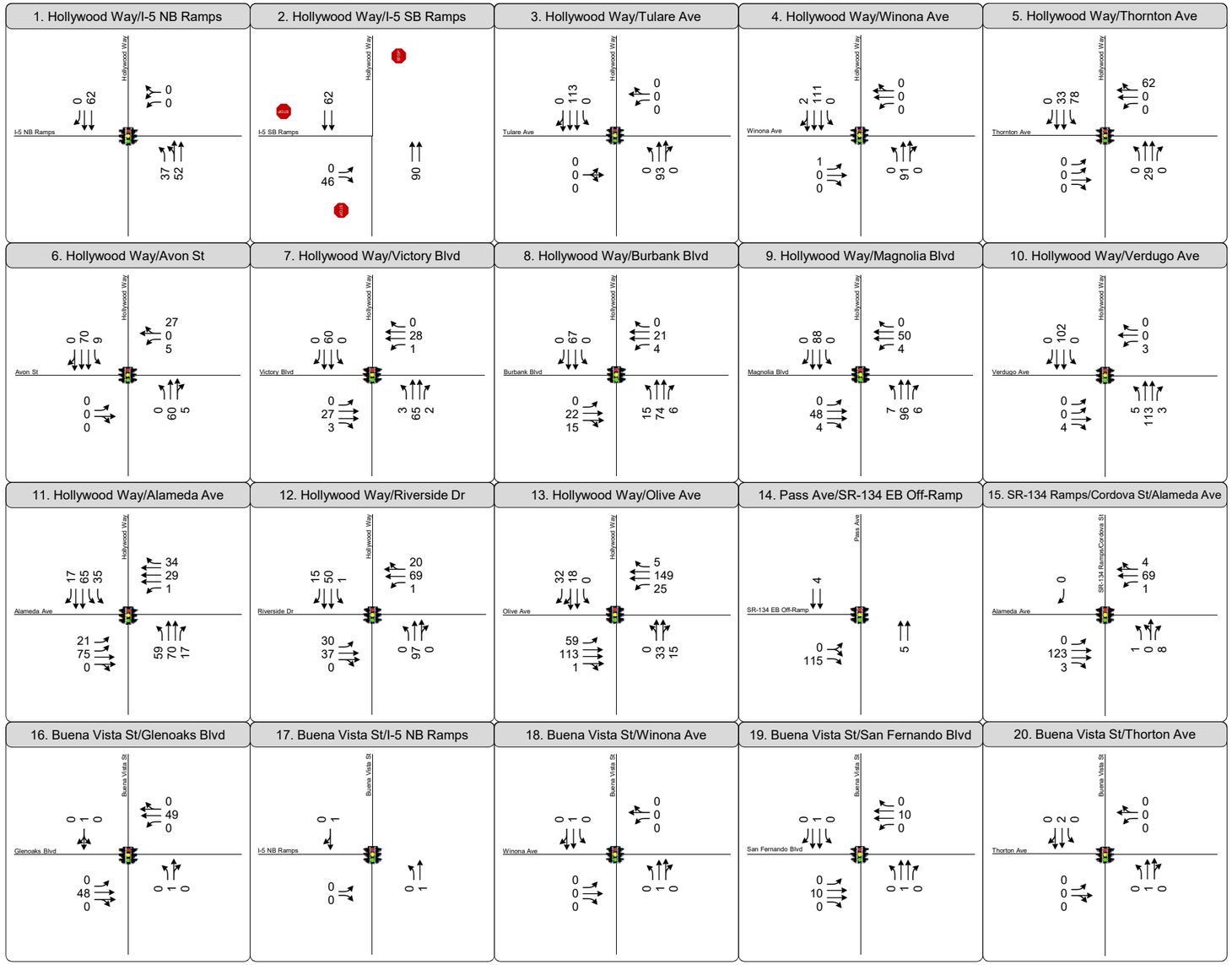
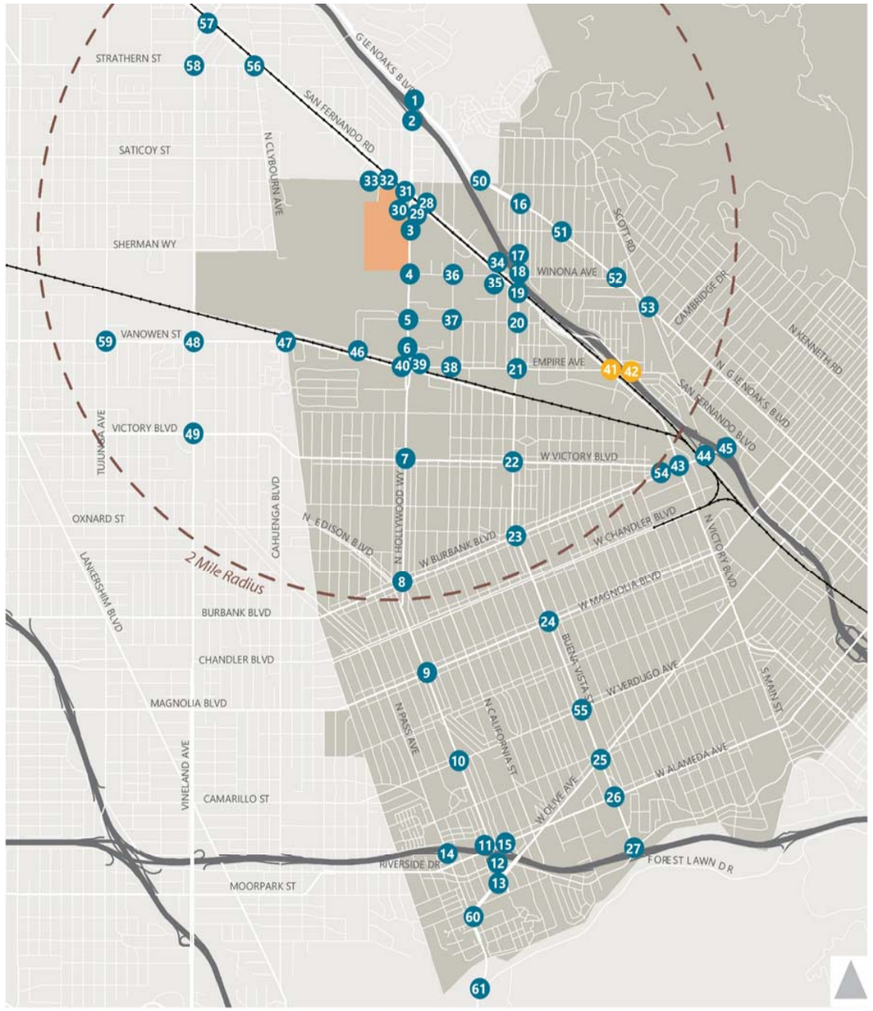


Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Related Projects - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

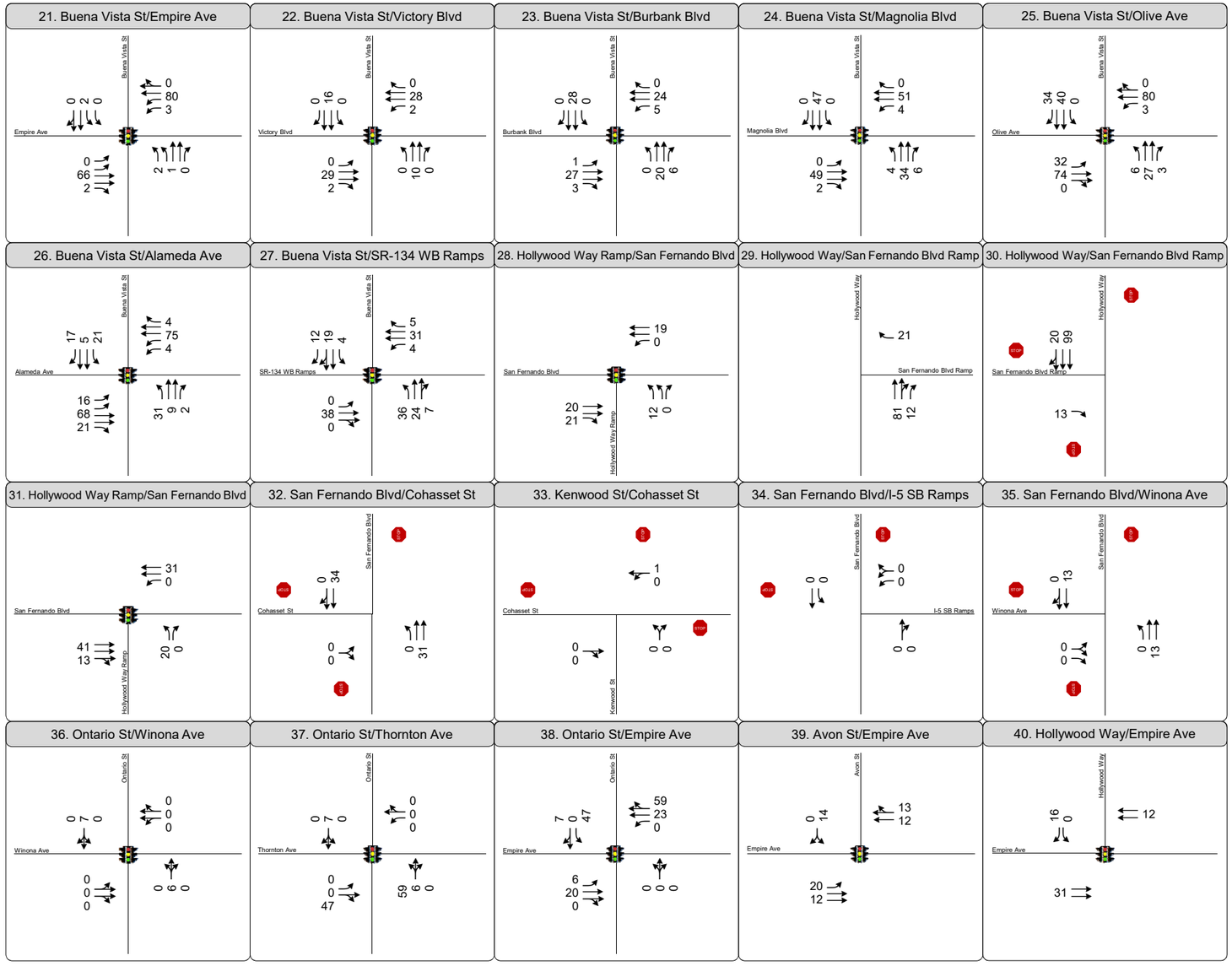
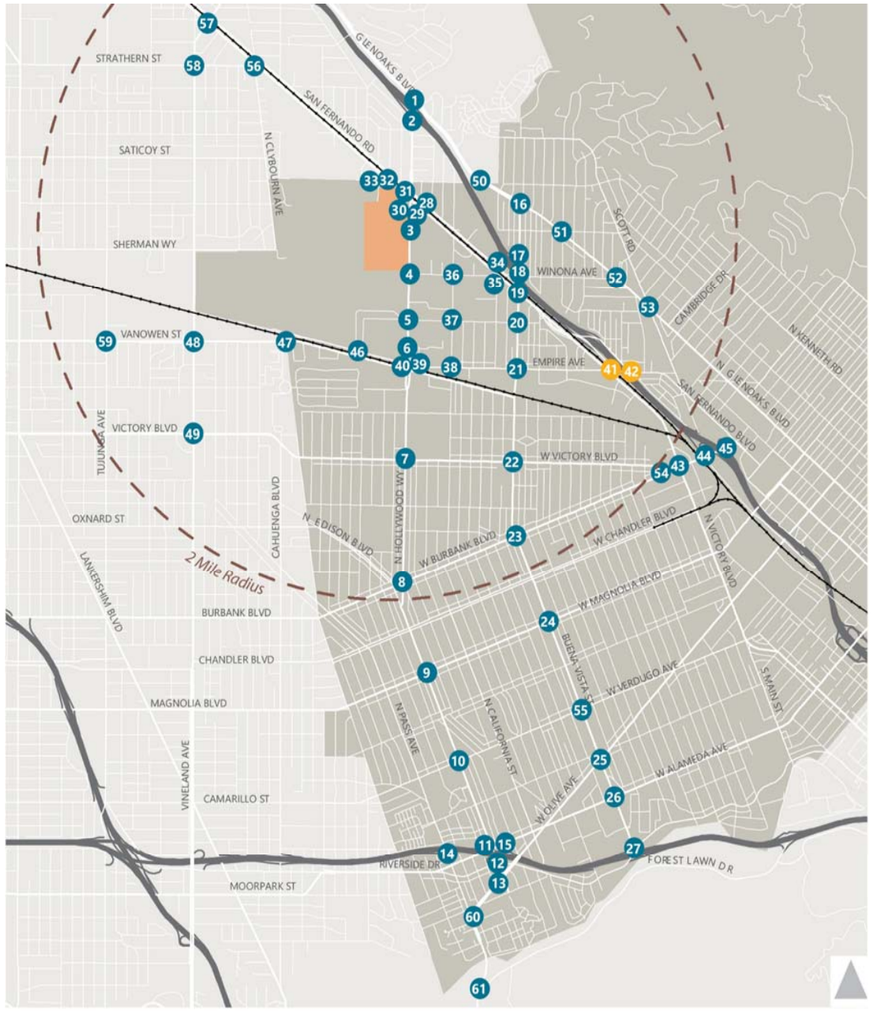


Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Related Projects - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

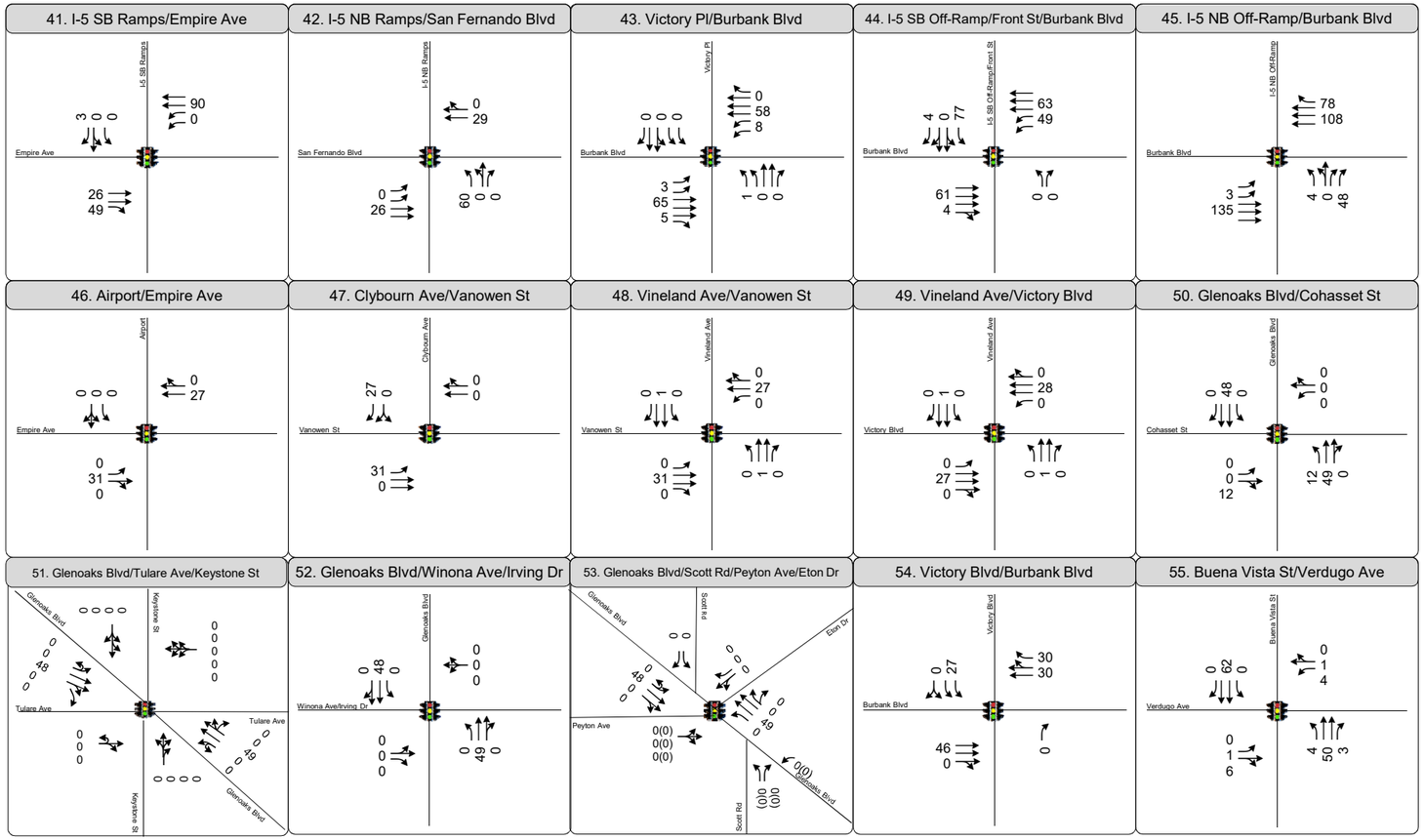
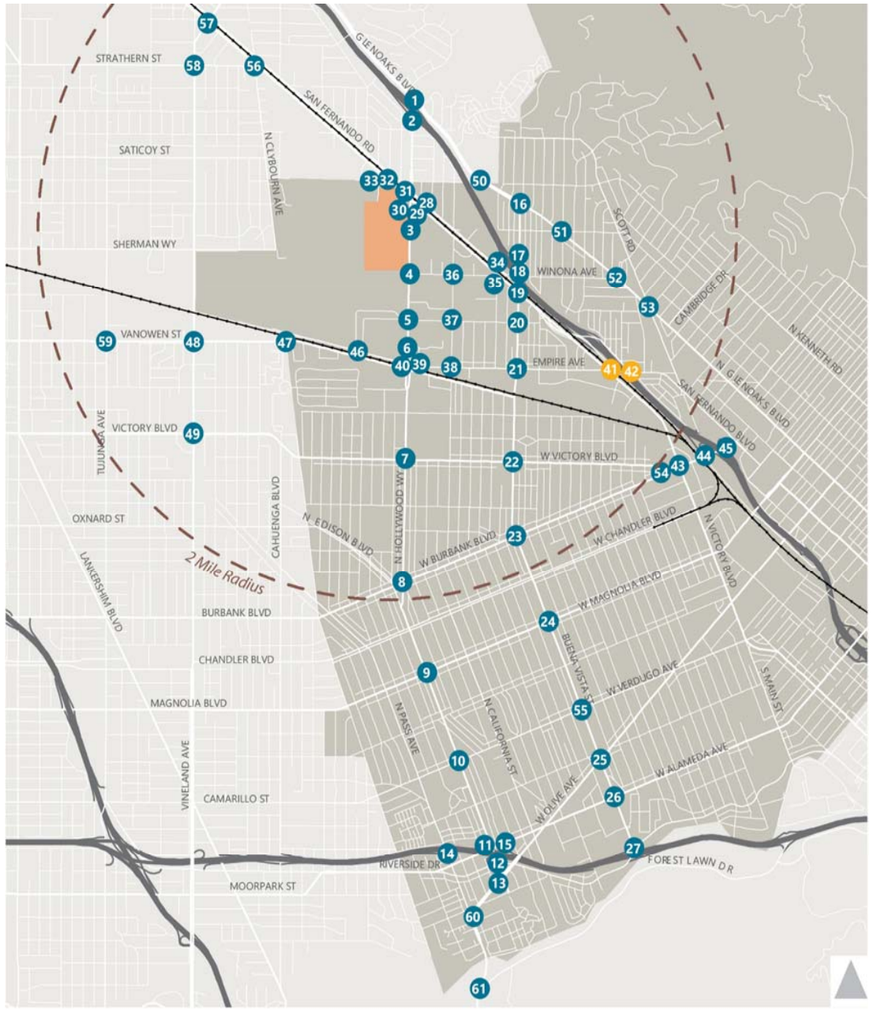


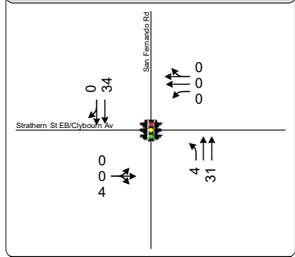
Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Related Projects - Weekend Midday



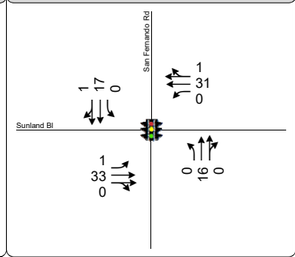
Study Intersections

- Current
- Future
- Project Site

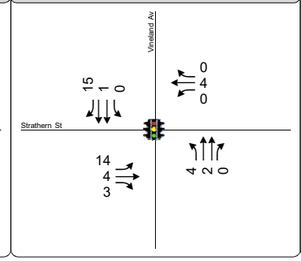
56. San Fernando Rd/Strathern St EB/Clybourn Av



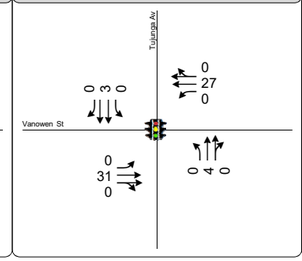
57. San Fernando Rd/Sunland Bl



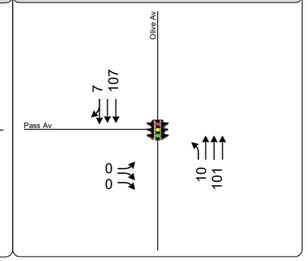
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

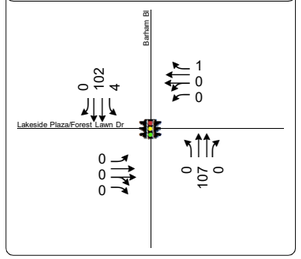
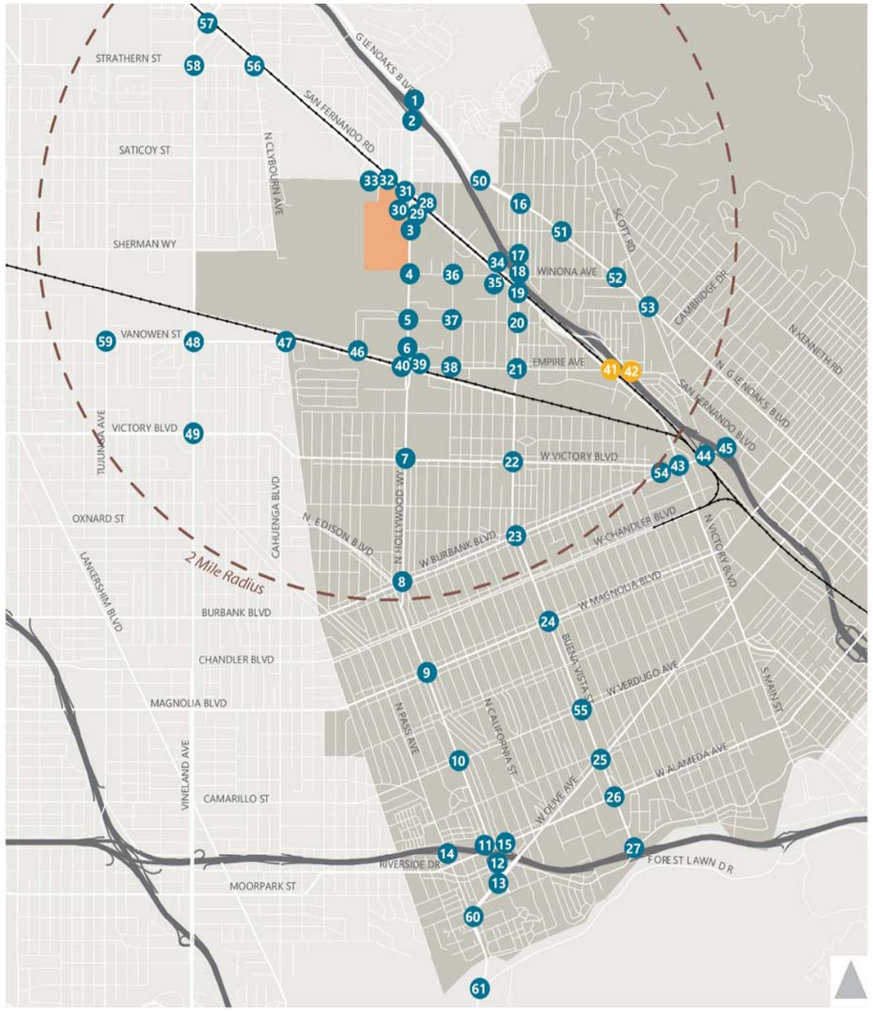


Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Related Projects - Weekend Midday



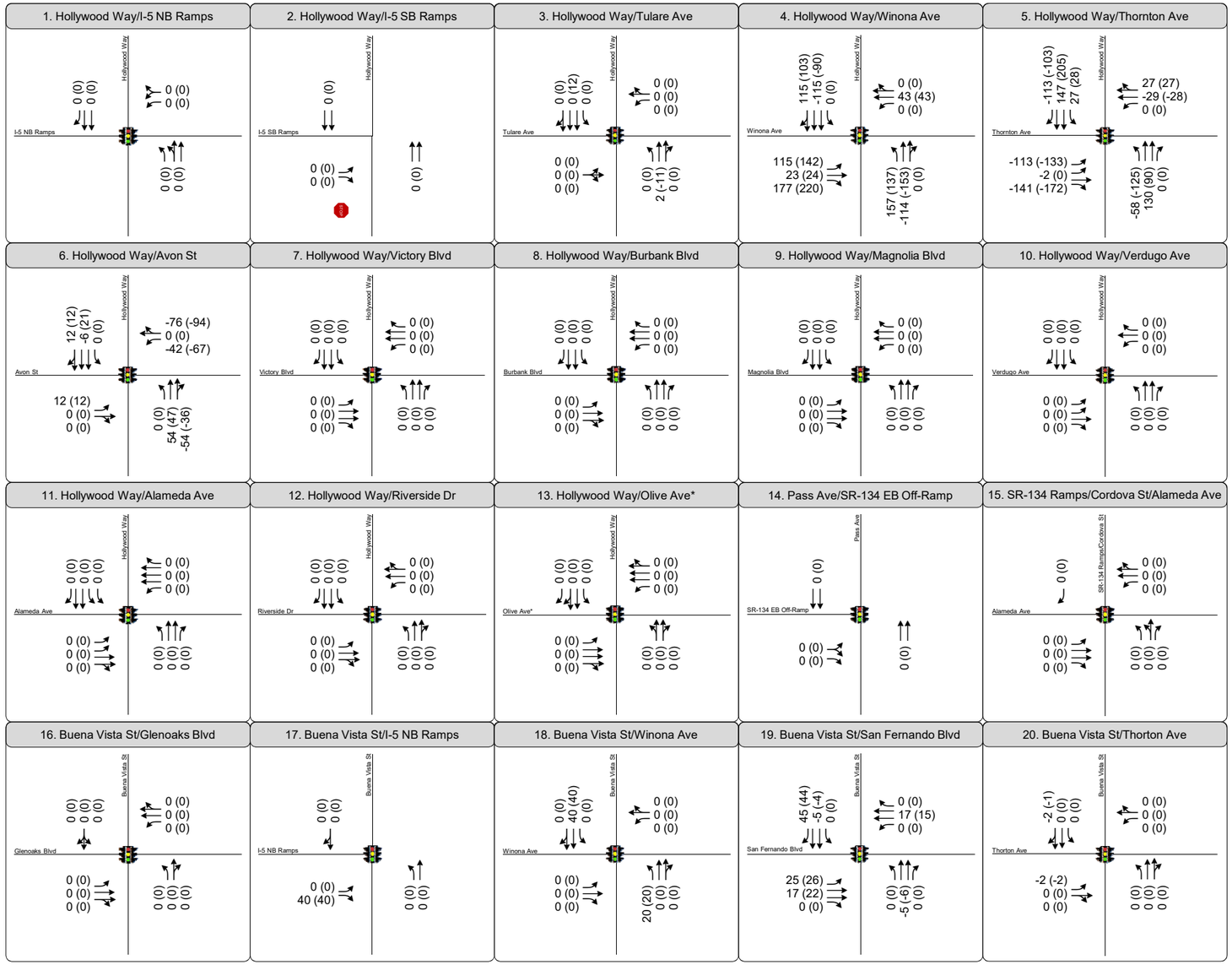
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

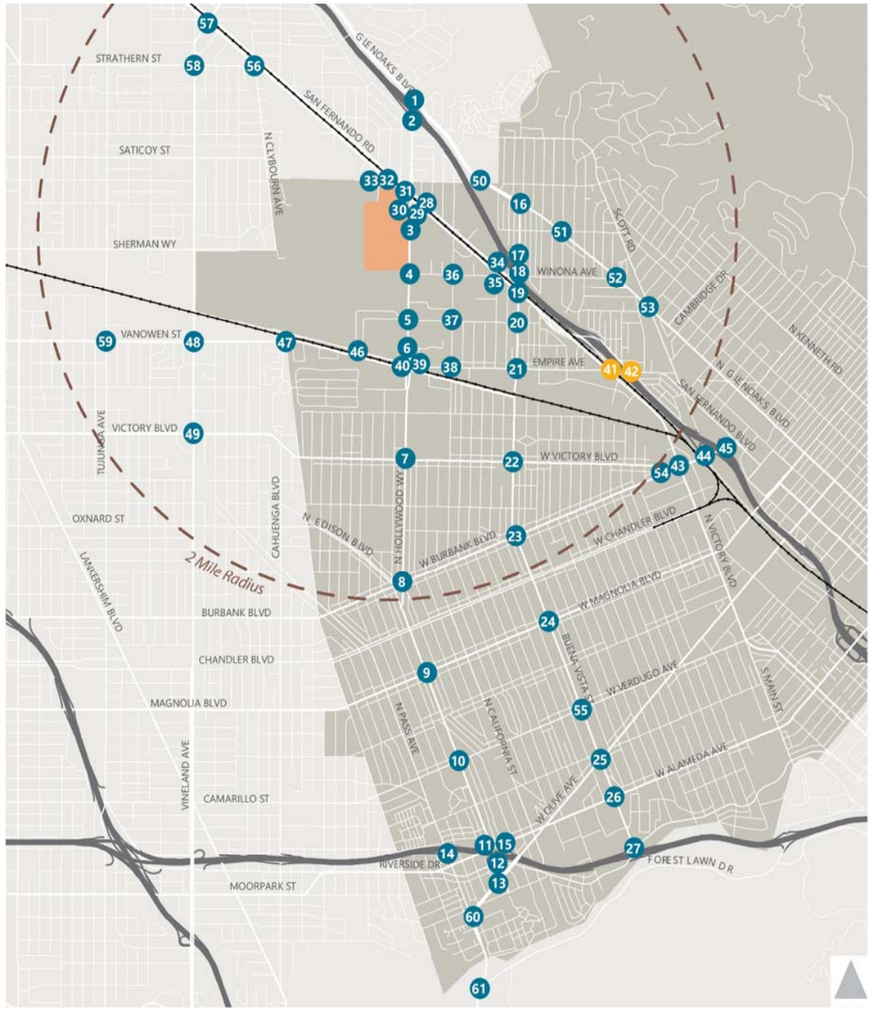


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 12

Peak Hour Traffic Volumes and Lane Configurations

Airport Terminal Replacement Background Shifts - Weekday AM and PM



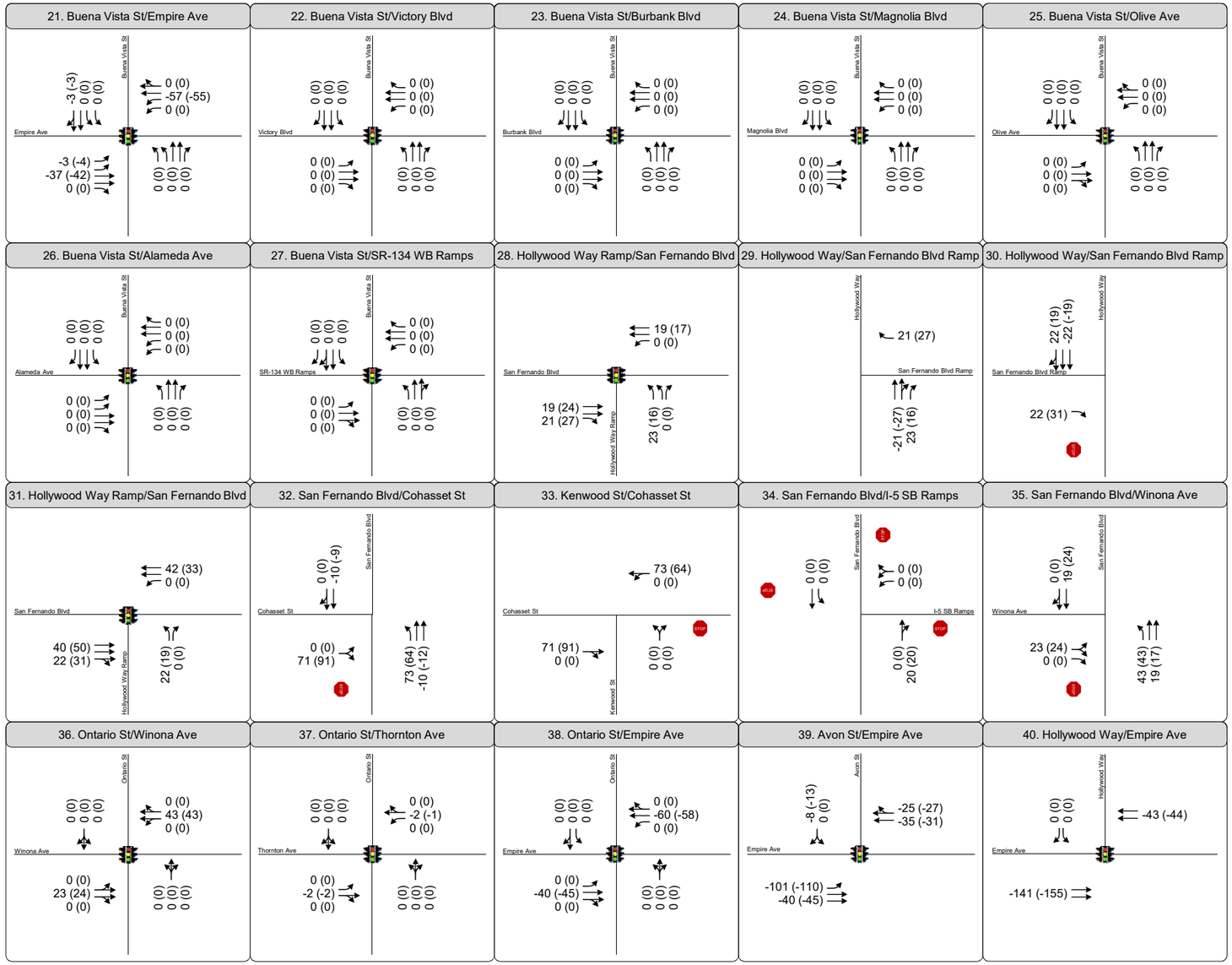
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

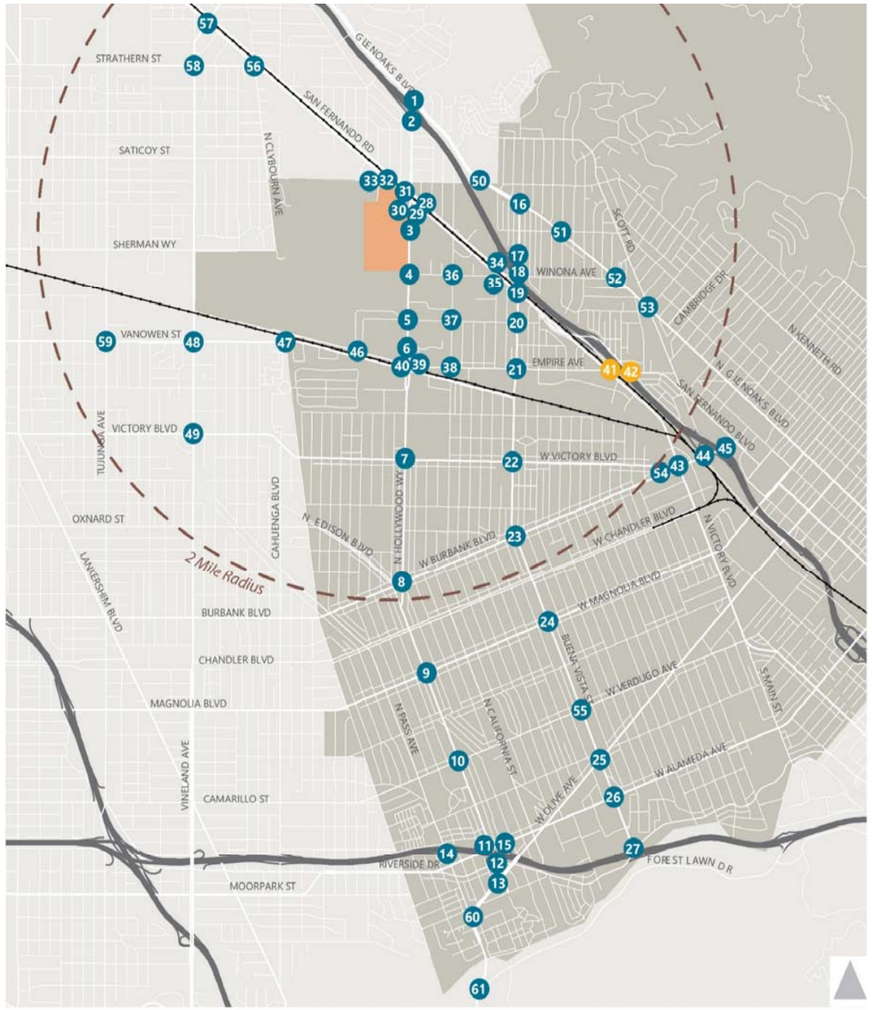


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 12

Peak Hour Traffic Volumes and Lane Configurations

Airport Terminal Replacement Background Shifts - Weekday AM and PM



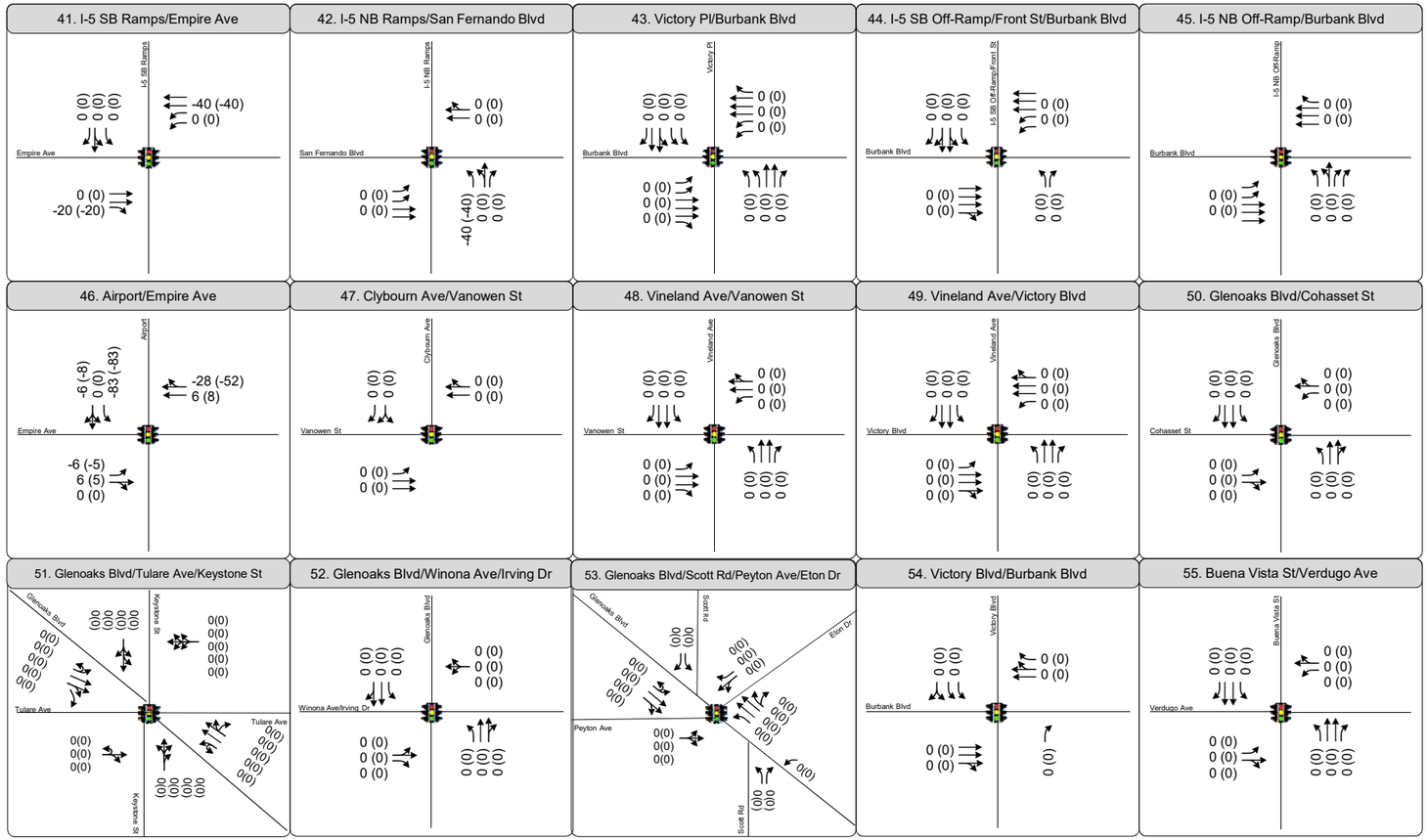
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

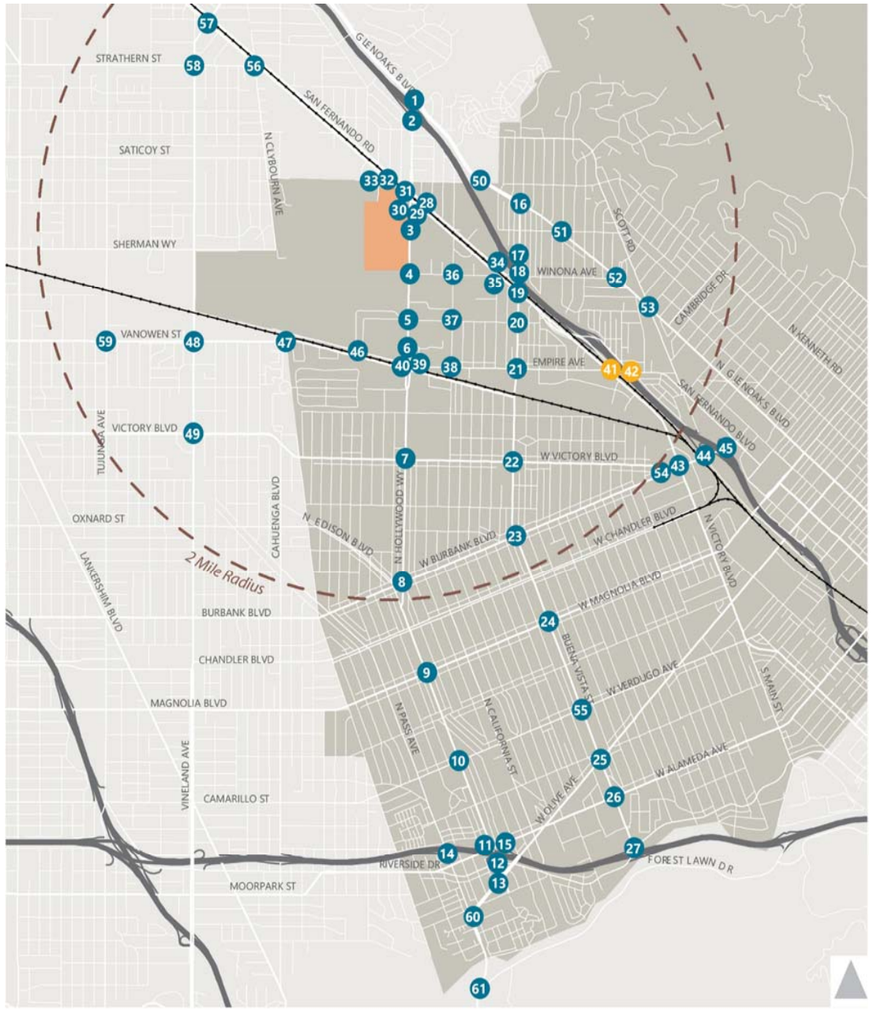


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 12

Peak Hour Traffic Volumes and Lane Configurations

Airport Terminal Replacement Background Shifts - Weekday AM and PM



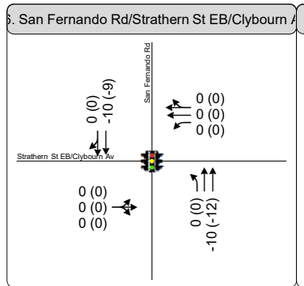
Study Intersections

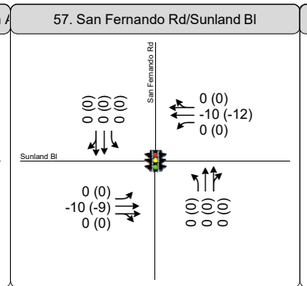
Current

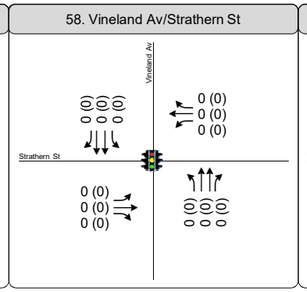
Future

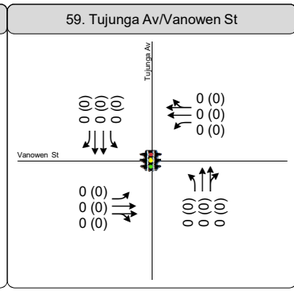
Project Site

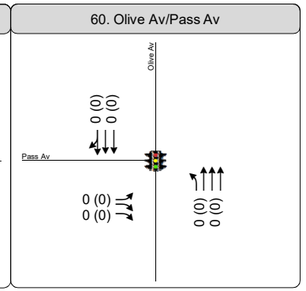
AM (PM) Peak Hour Traffic Volume

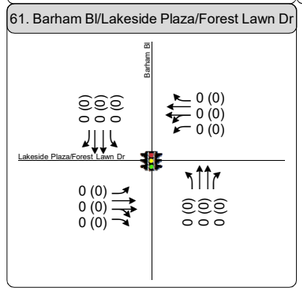










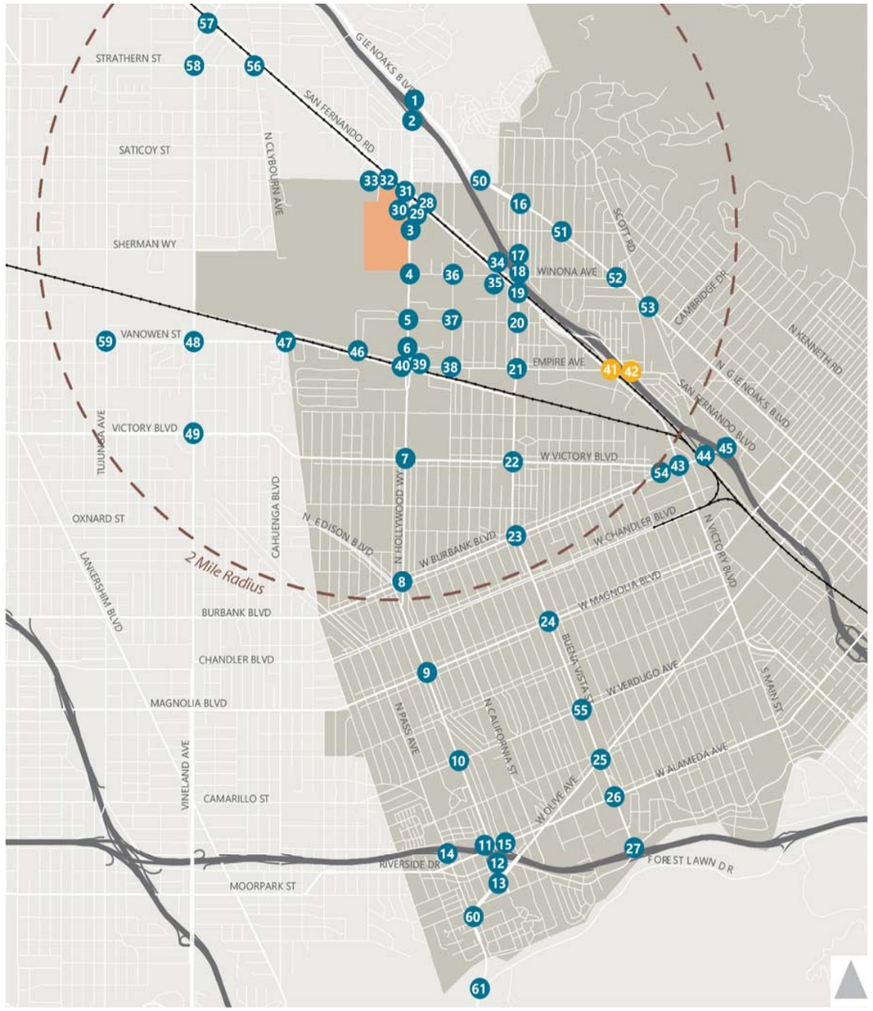


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 12

Peak Hour Traffic Volumes and Lane Configurations

Airport Terminal Replacement Background Shifts - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

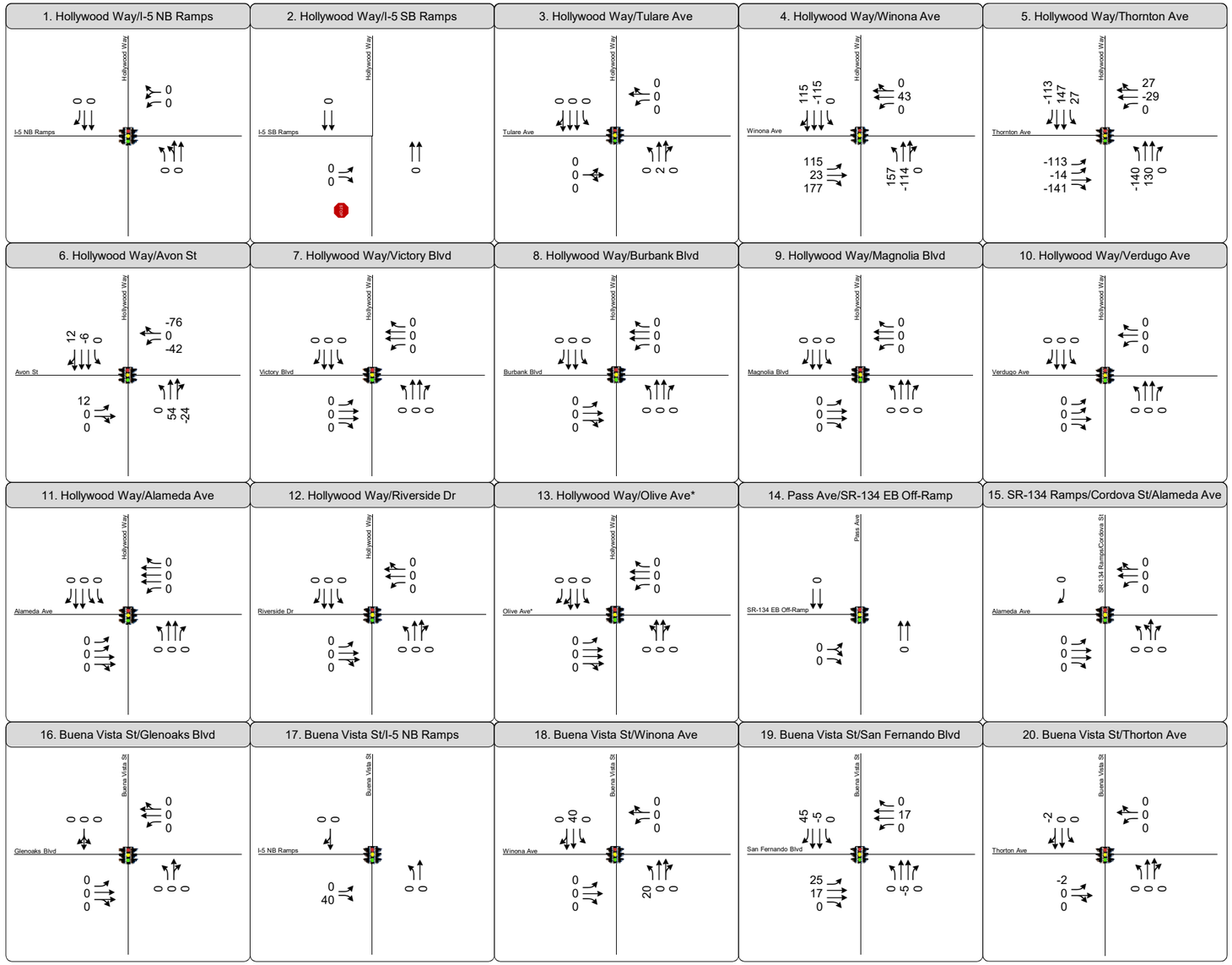
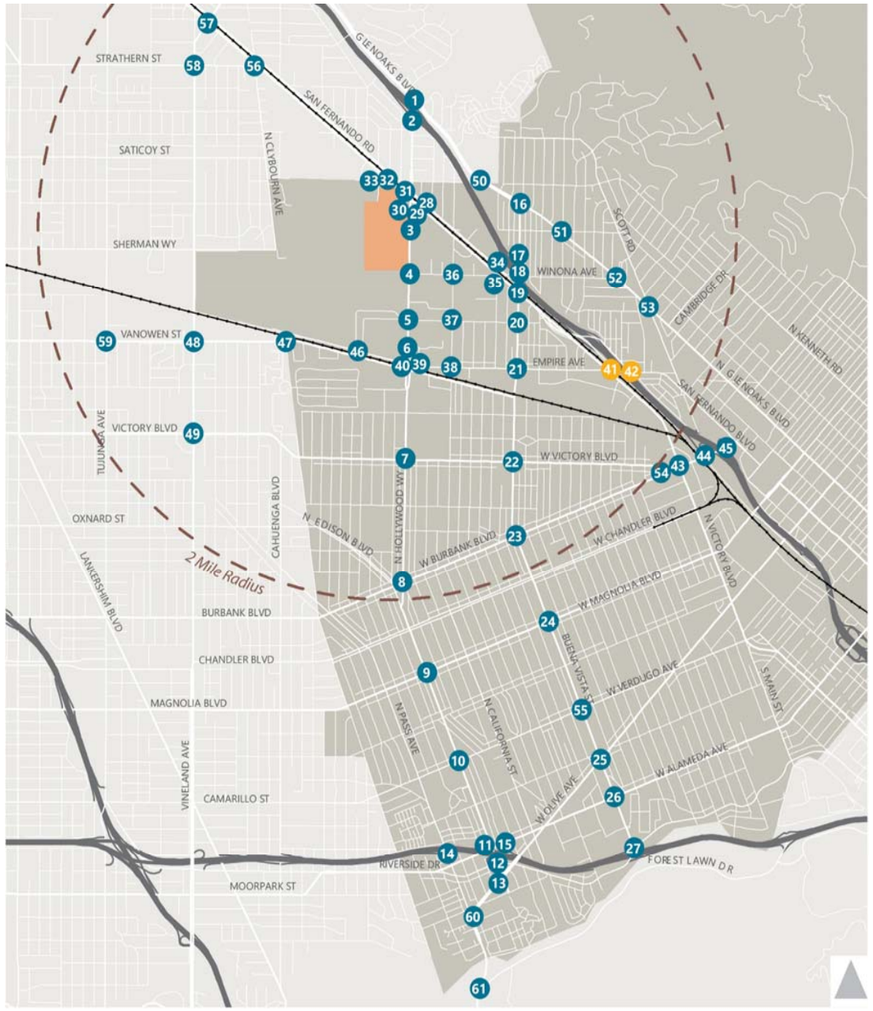


Figure 12
Peak Hour Traffic Volumes and Lane Configurations
Airport Terminal Replacement Background Shifts - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

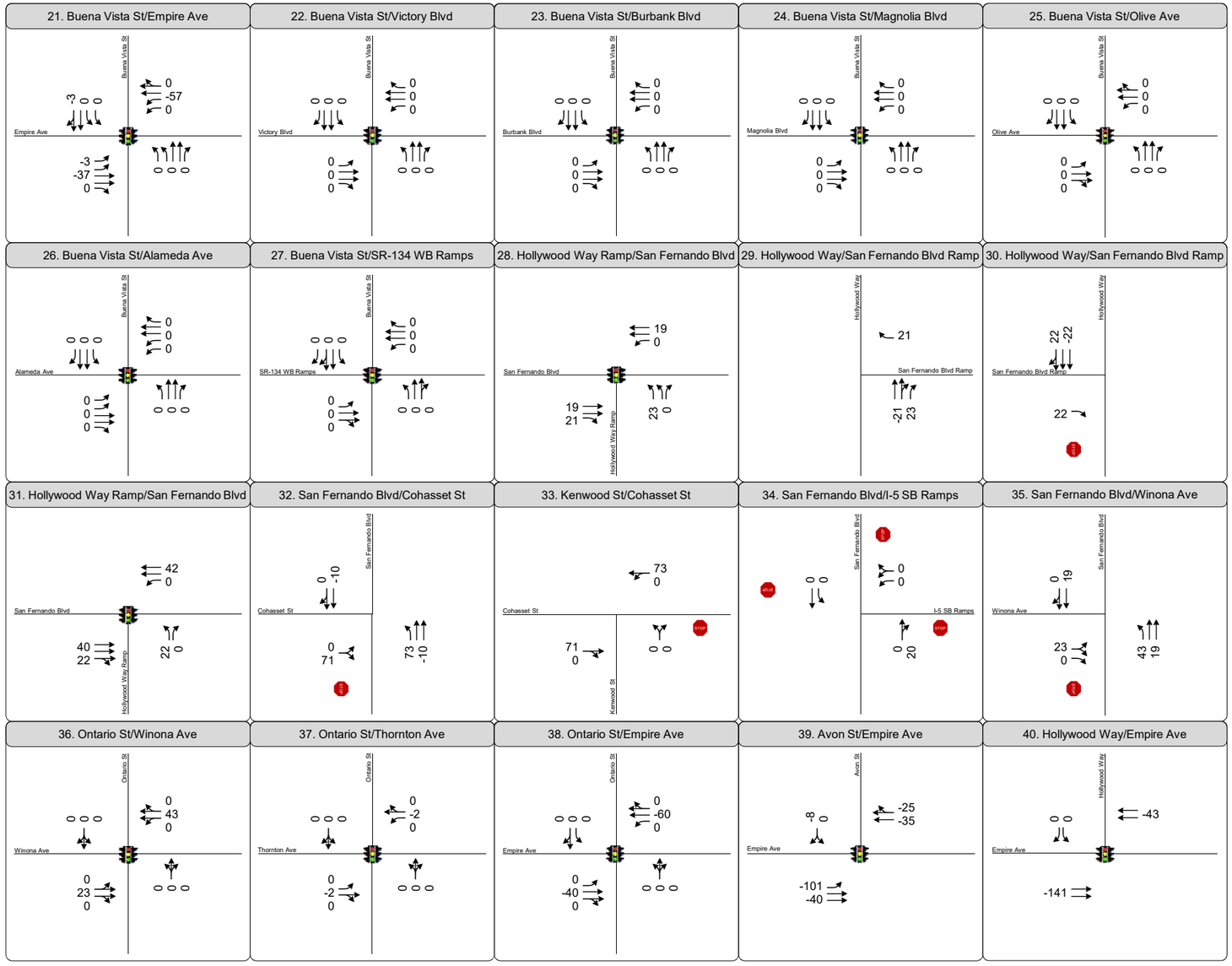
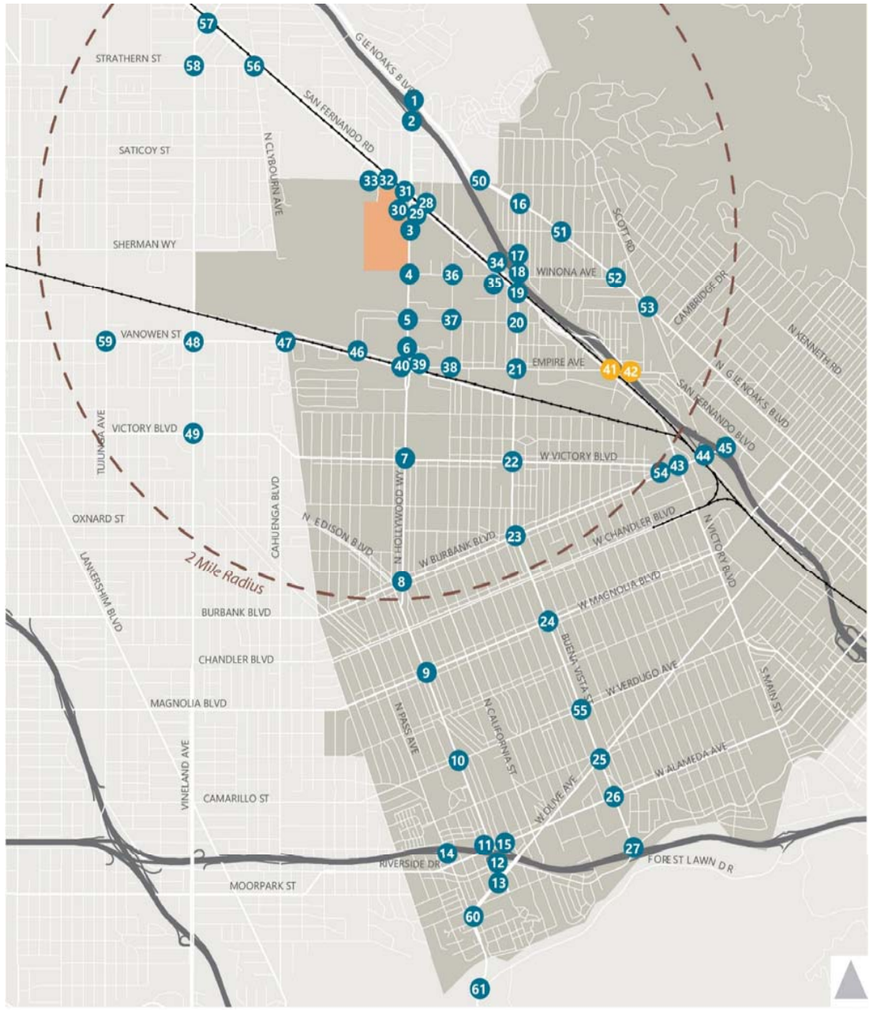


Figure 12
Peak Hour Traffic Volumes and Lane Configurations
Airport Terminal Replacement Background Shifts - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

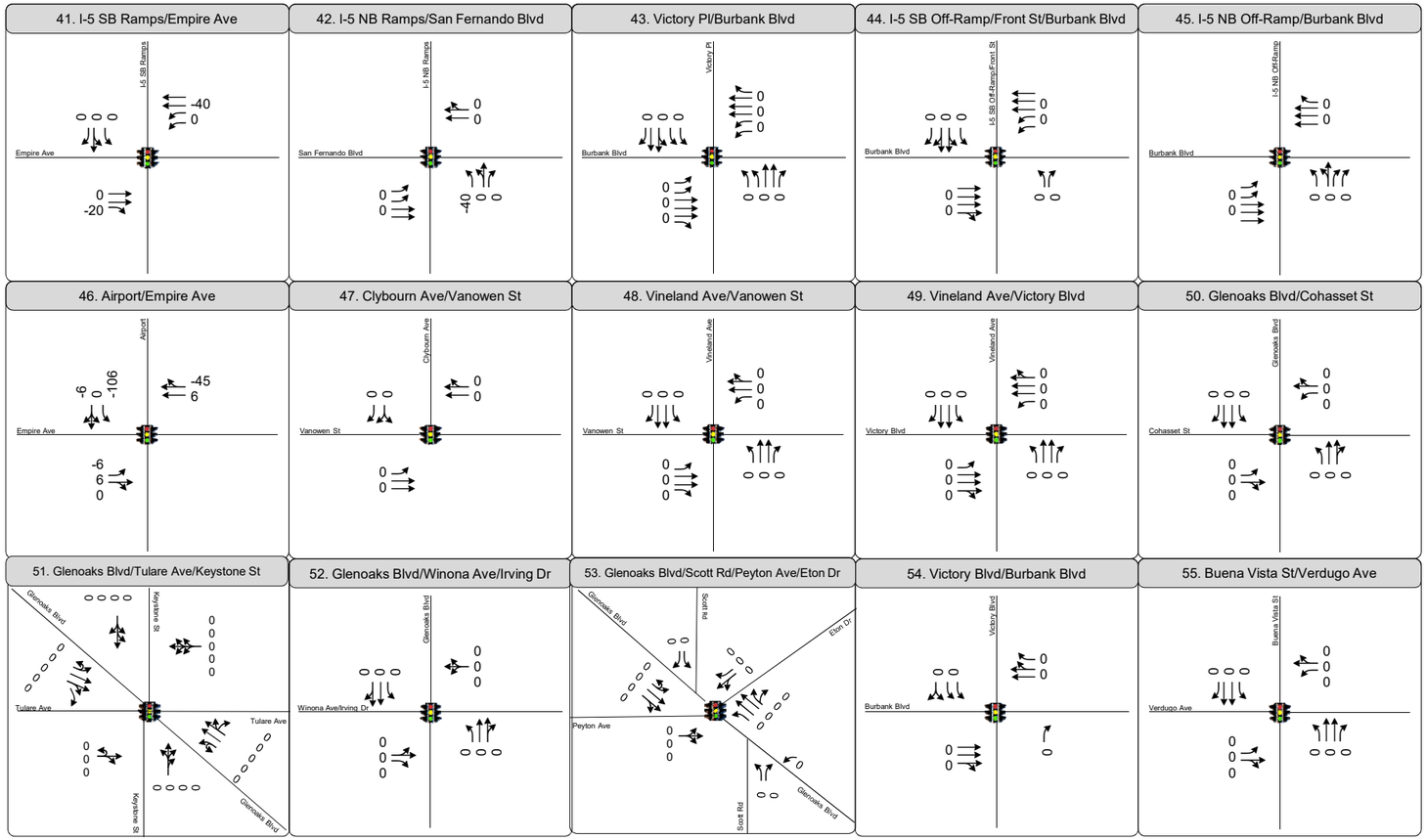
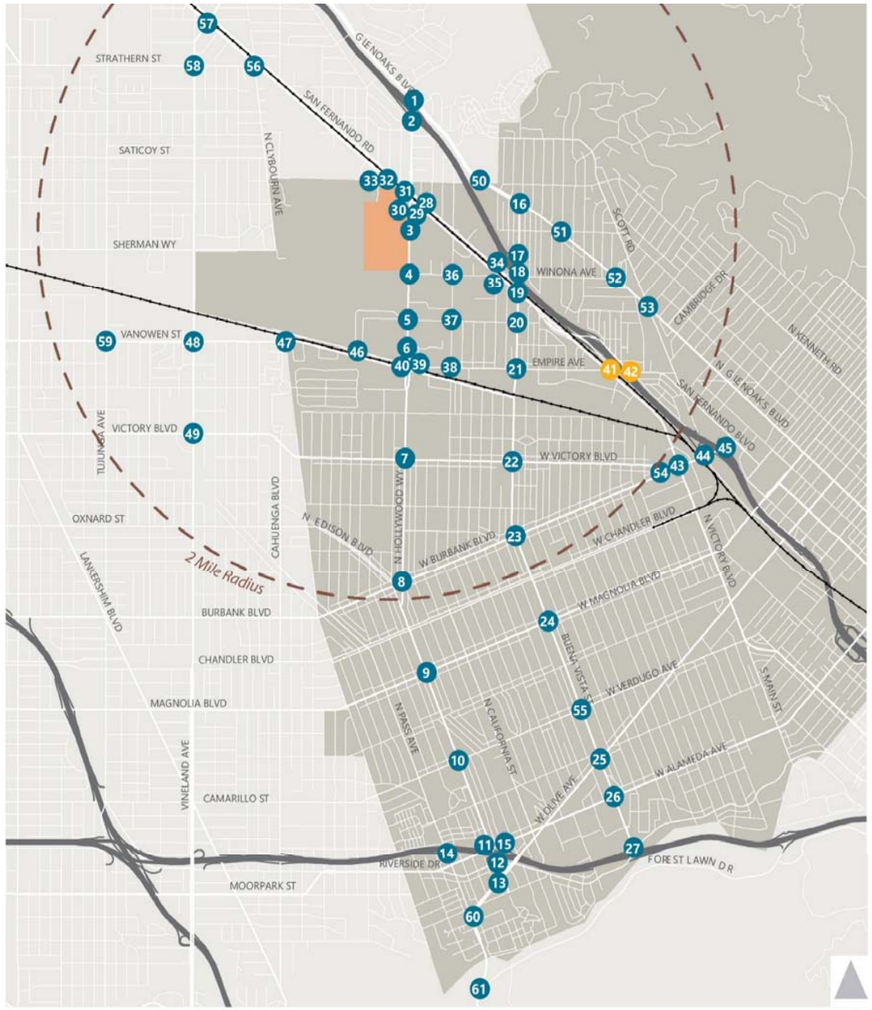
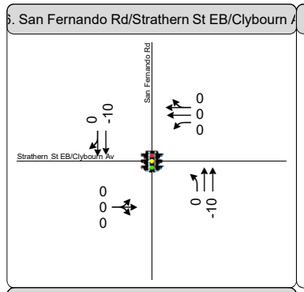
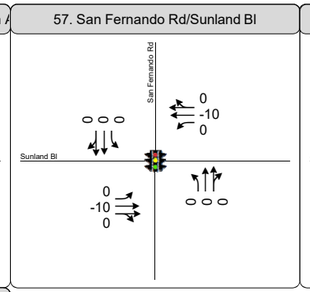
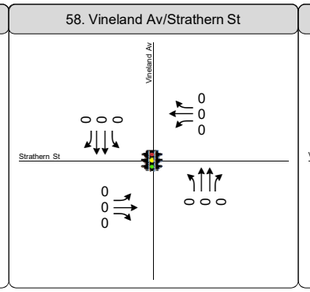


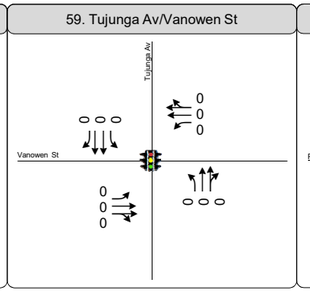
Figure 12
Peak Hour Traffic Volumes and Lane Configurations
Airport Terminal Replacement Background Shifts - Weekend Midday

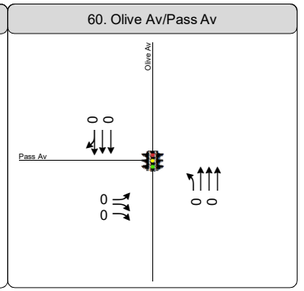












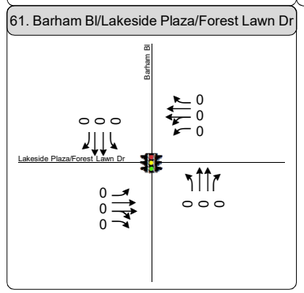
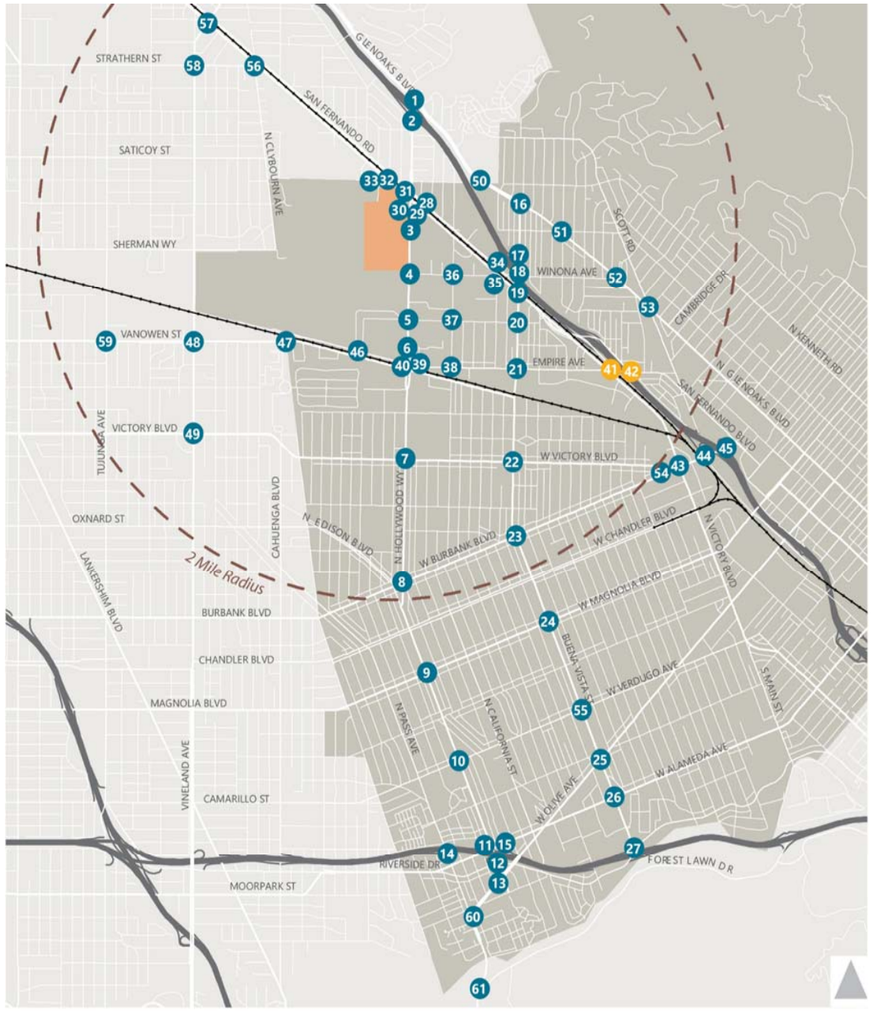


Figure 12
Peak Hour Traffic Volumes and Lane Configurations
Airport Terminal Replacement Background Shifts - Weekend Midday



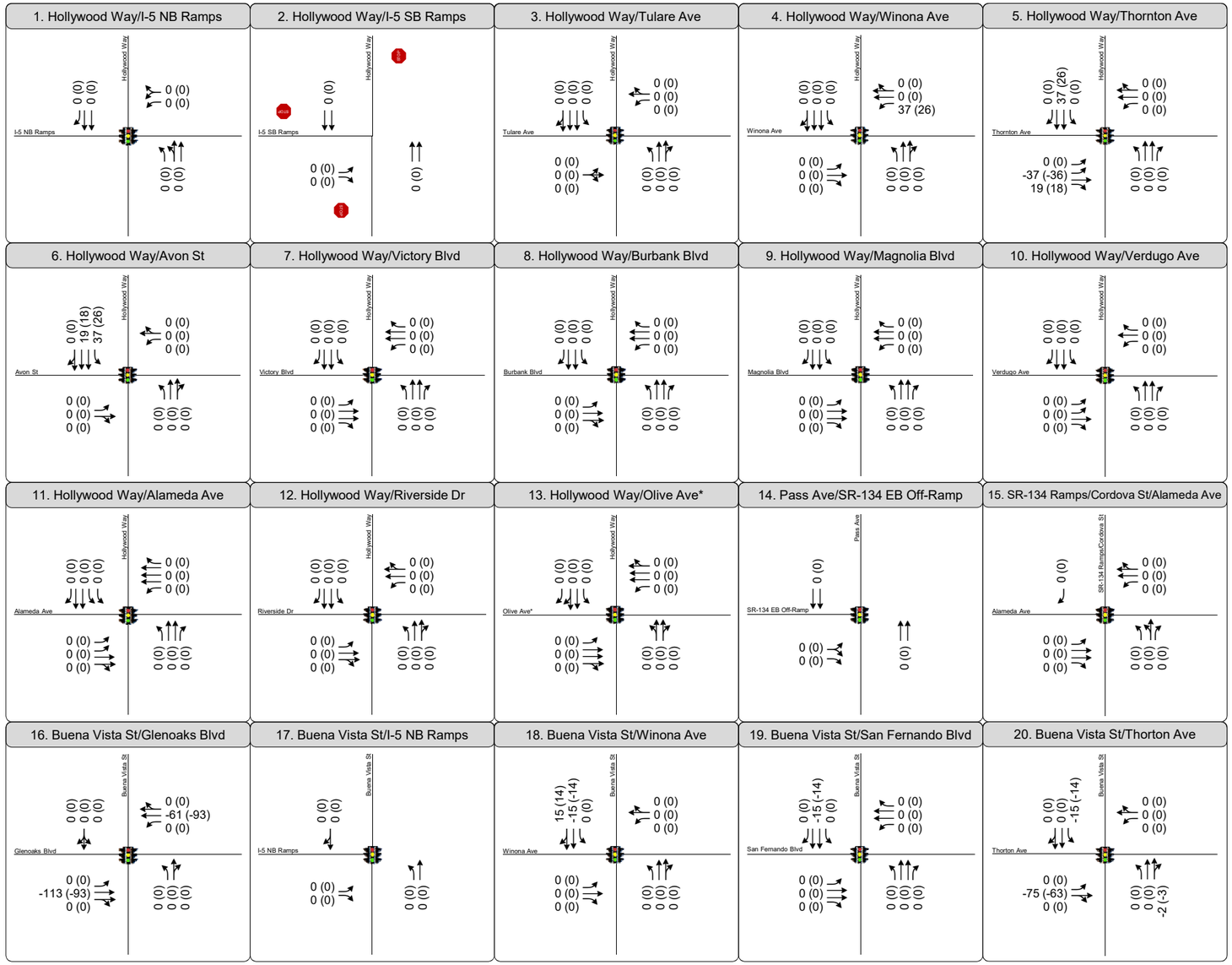
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

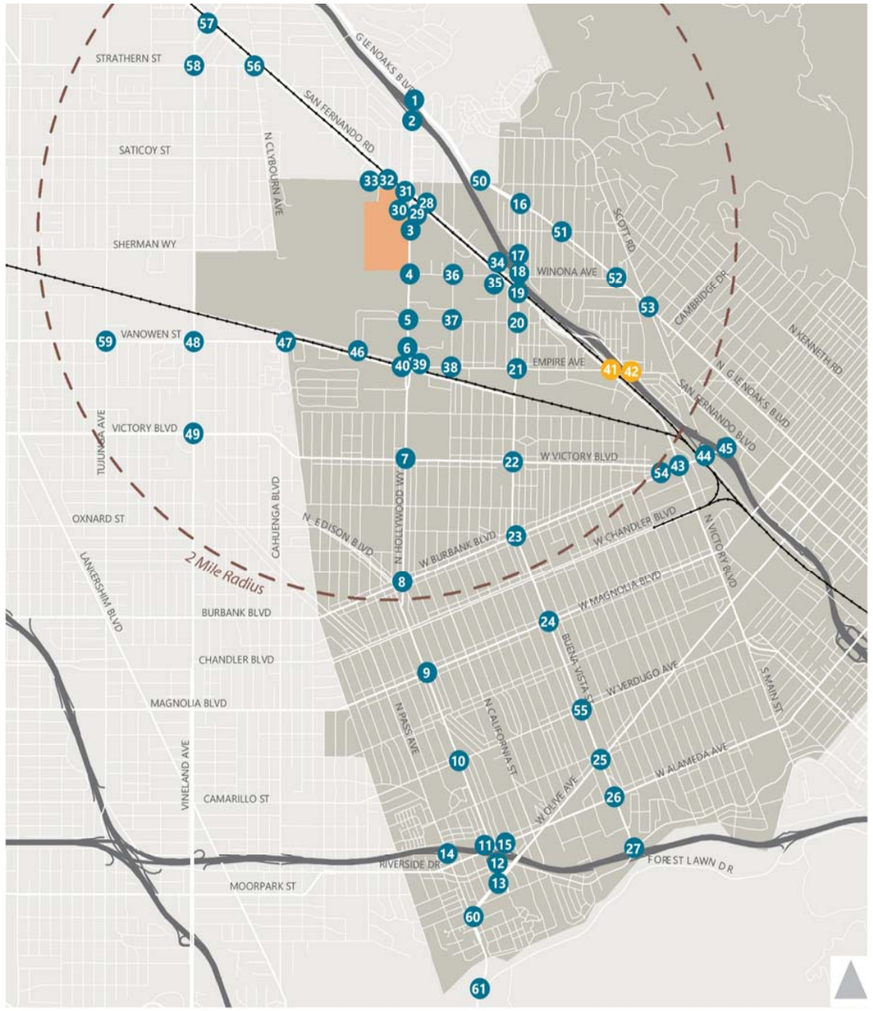


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 13

Peak Hour Traffic Volumes and Lane Configurations

Empire Avenue Interchange Background Shifts - Weekday AM and PM

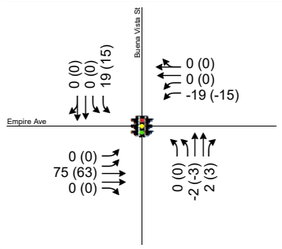


Study Intersections

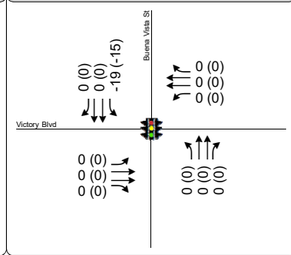
- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume

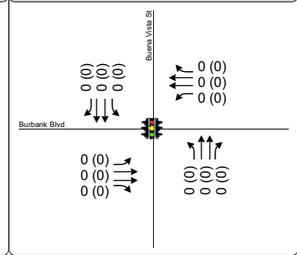
21. Buena Vista St/Empire Ave



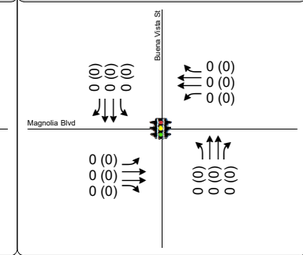
22. Buena Vista St/Victory Blvd



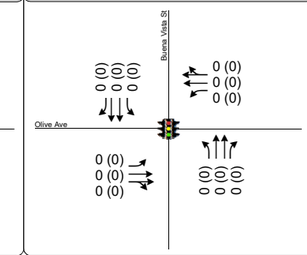
23. Buena Vista St/Burbank Blvd



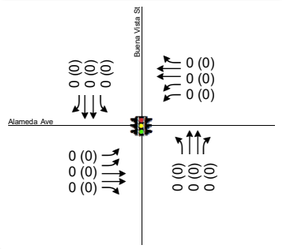
24. Buena Vista St/Magnolia Blvd



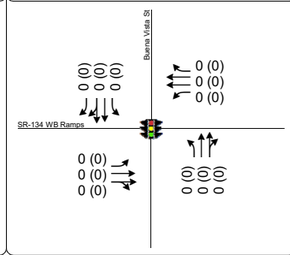
25. Buena Vista St/Olive Ave



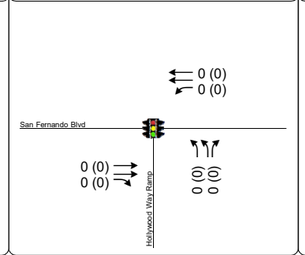
26. Buena Vista St/Alameda Ave



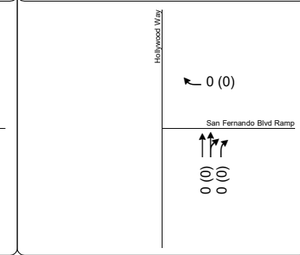
27. Buena Vista St/SR-134 WB Ramps



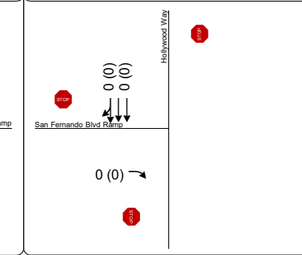
28. Hollywood Way Ramp/San Fernando Blvd



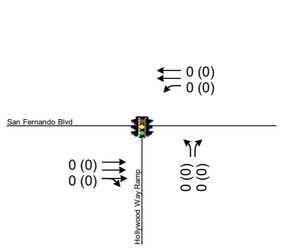
29. Hollywood Way/San Fernando Blvd Ramp



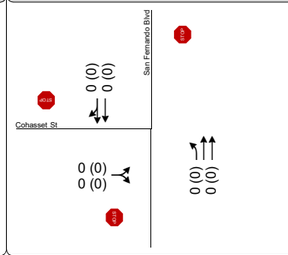
30. Hollywood Way/San Fernando Blvd Ramp



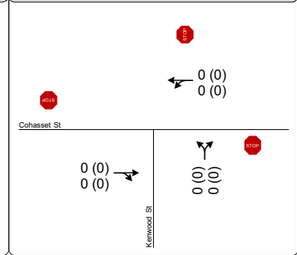
31. Hollywood Way Ramp/San Fernando Blvd



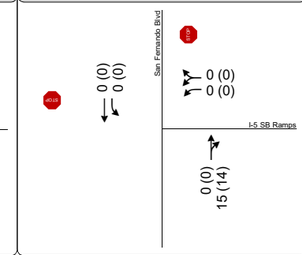
32. San Fernando Blvd/Cohasset St



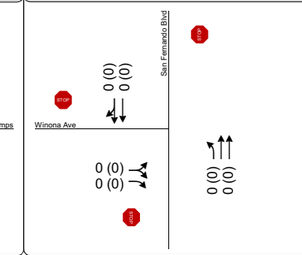
33. Kenwood St/Cohasset St



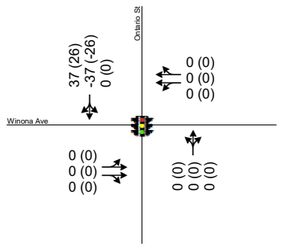
34. San Fernando Blvd/I-5 SB Ramps



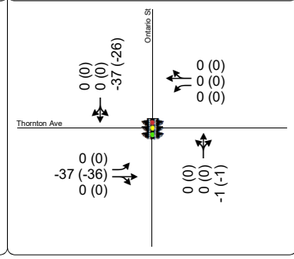
35. San Fernando Blvd/Winona Ave



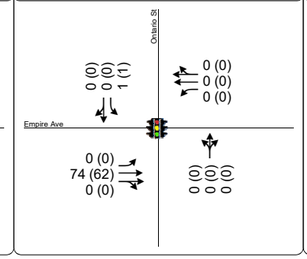
36. Ontario St/Winona Ave



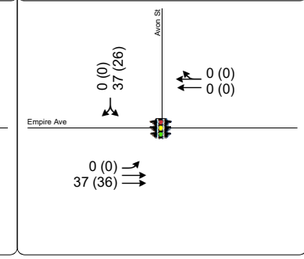
37. Ontario St/Thornton Ave



38. Ontario St/Empire Ave



39. Avon St/Empire Ave



40. Hollywood Way/Empire Ave

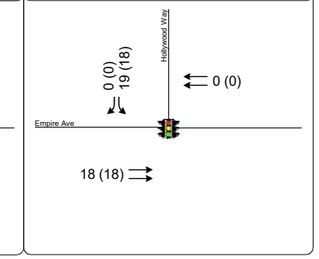
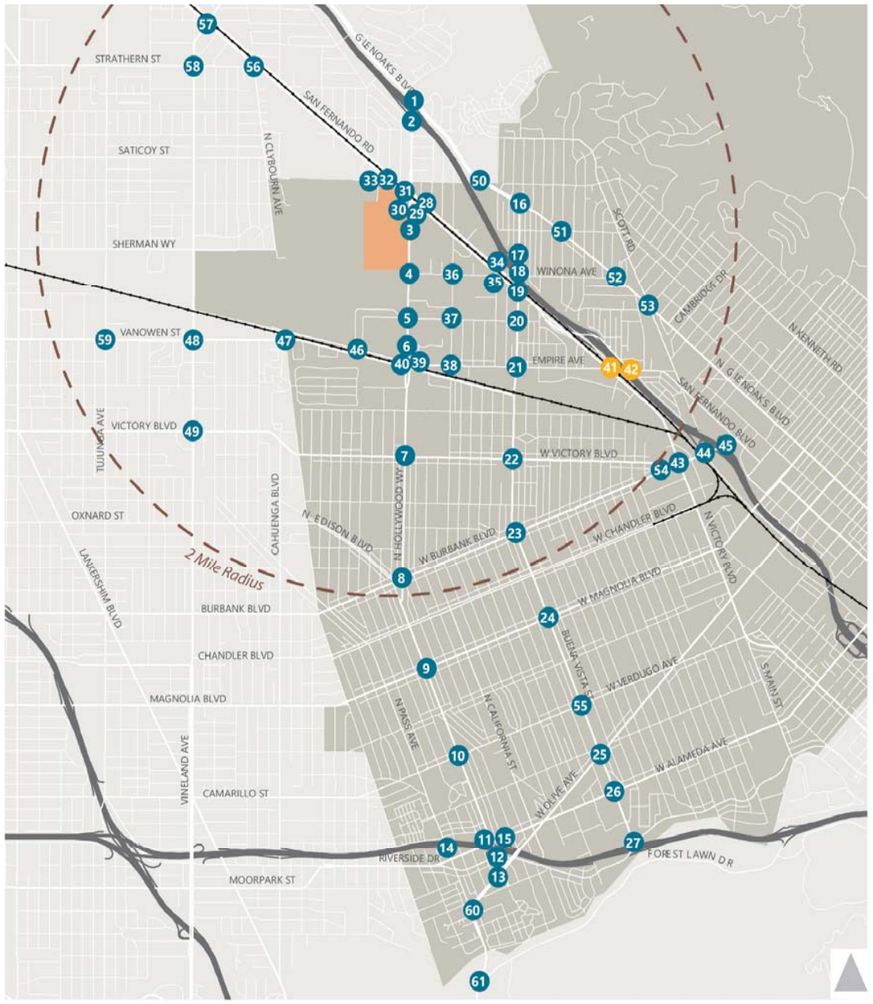


Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Empire Avenue Interchange Background Shifts - Weekday AM and PM



Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

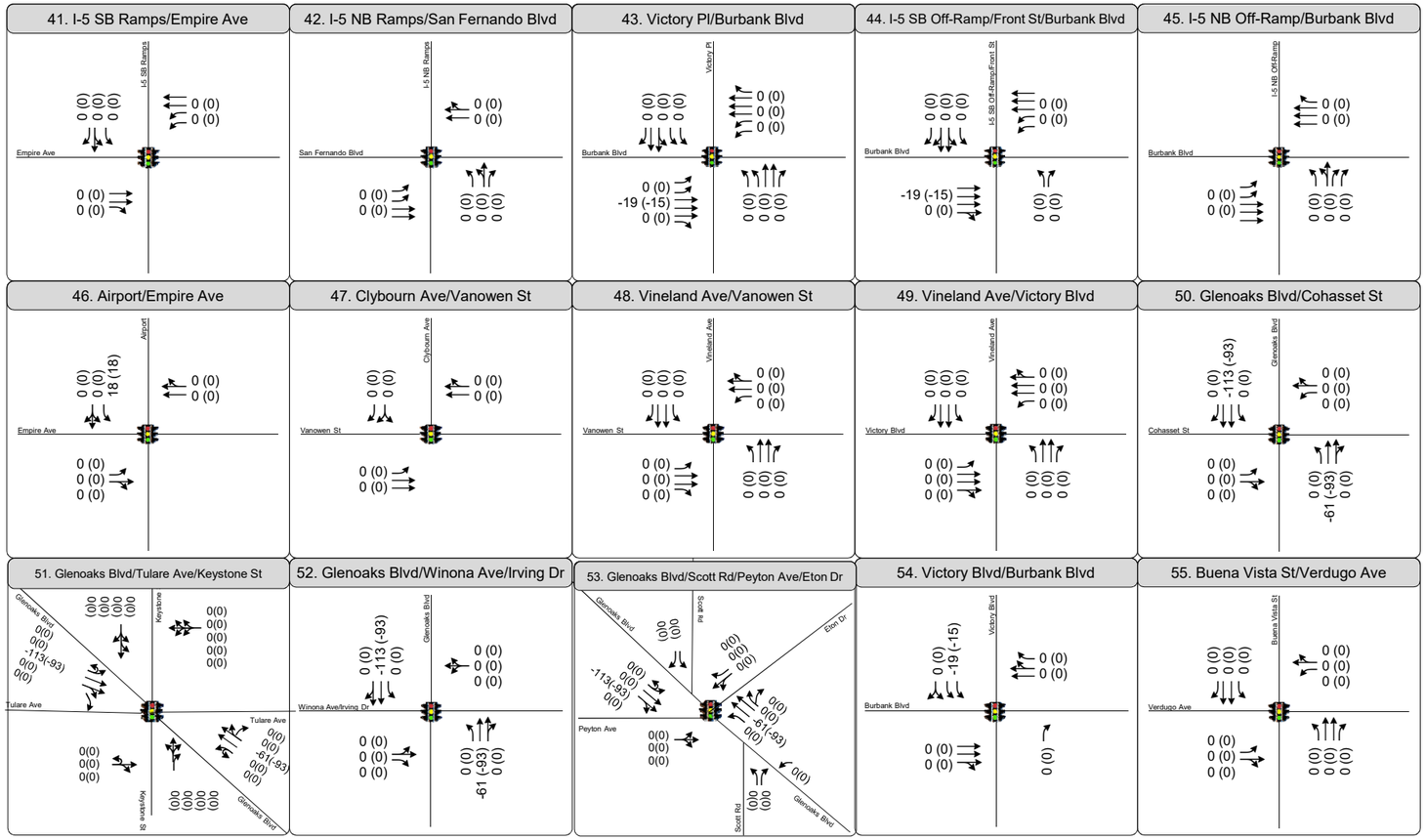
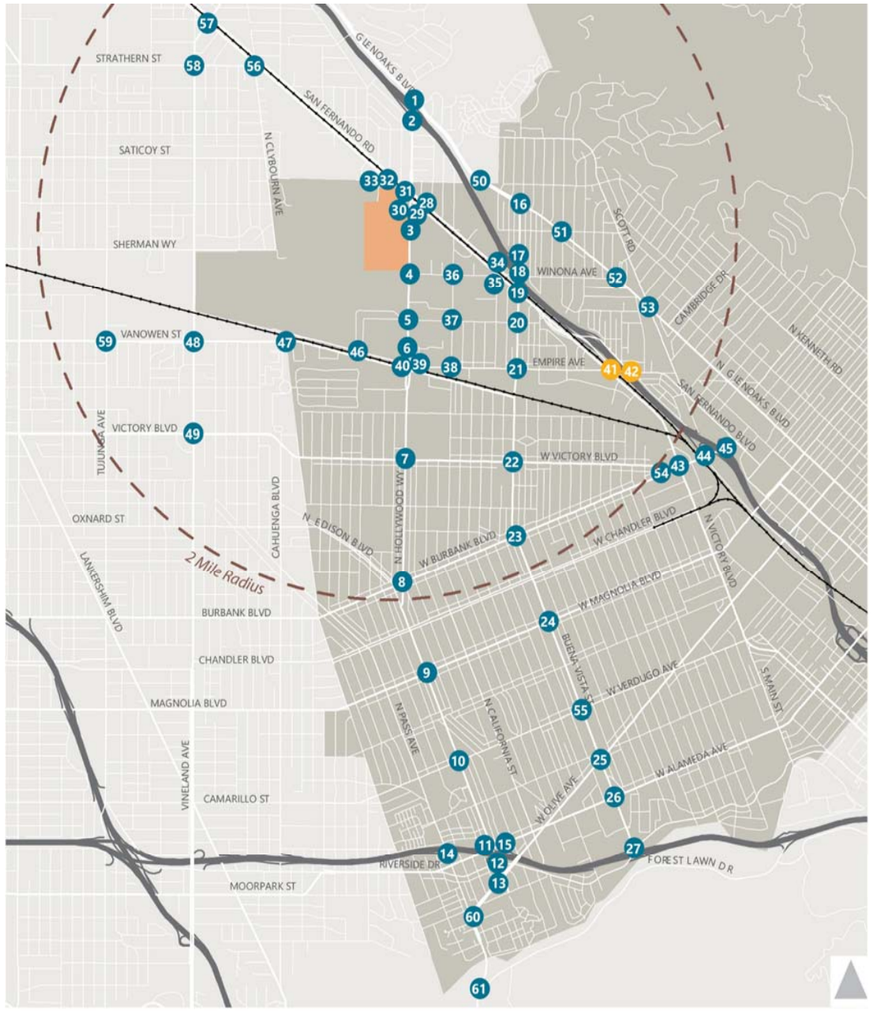


Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Empire Avenue Interchange Background Shifts - Weekday AM and PM



Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

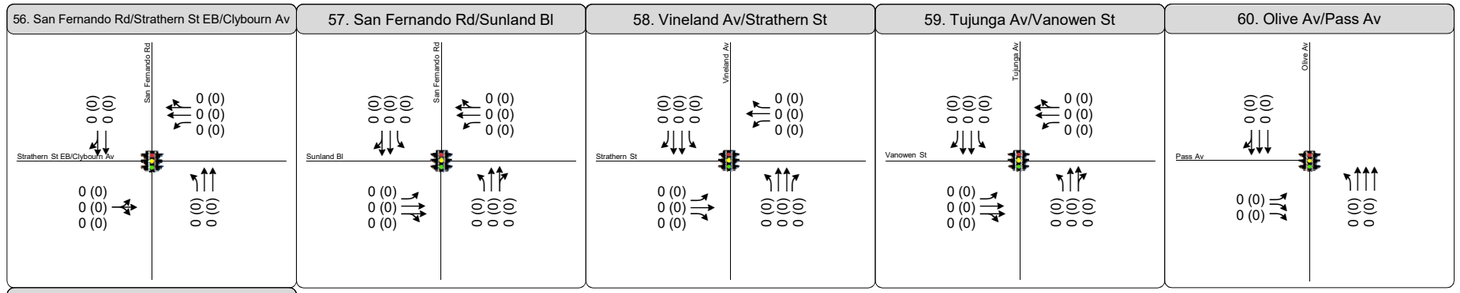
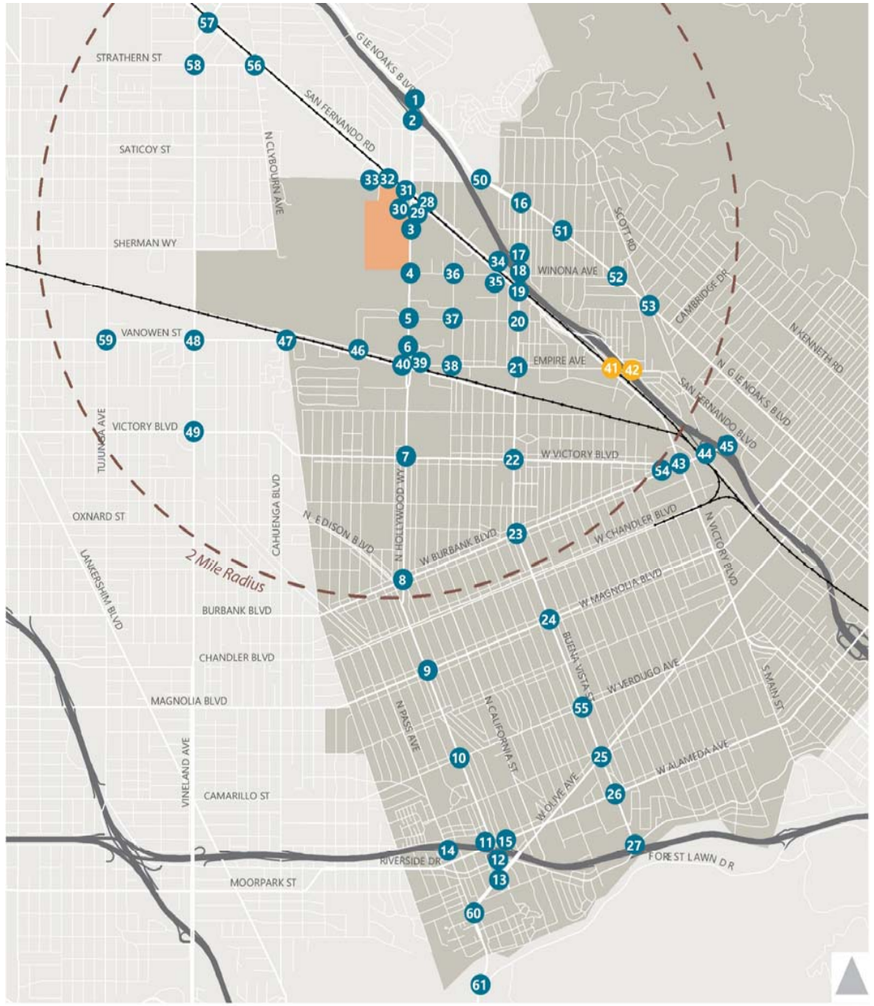


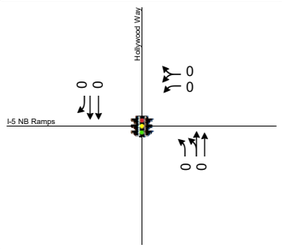
Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Empire Avenue Interchange Background Shifts - Weekday AM and PM



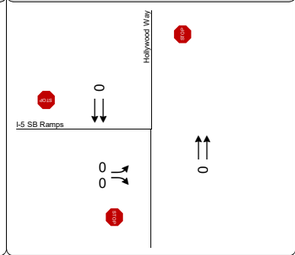
Study Intersections

- Current
- Future
- Project Site

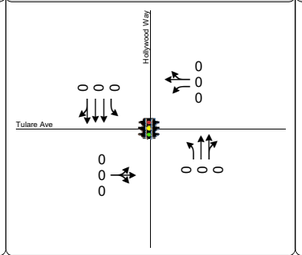
1. Hollywood Way/I-5 NB Ramps



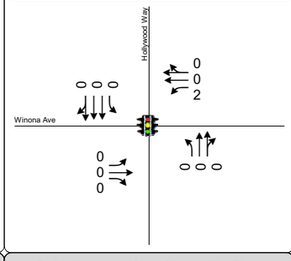
2. Hollywood Way/I-5 SB Ramps



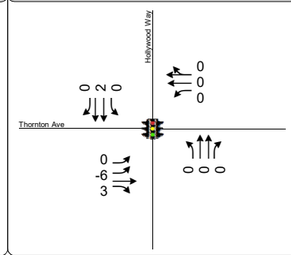
3. Hollywood Way/Tulare Ave



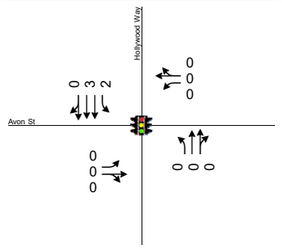
4. Hollywood Way/Winona Ave



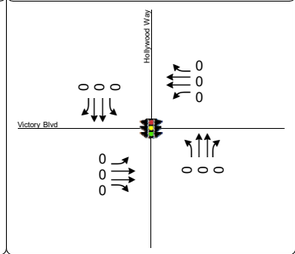
5. Hollywood Way/Thornton Ave



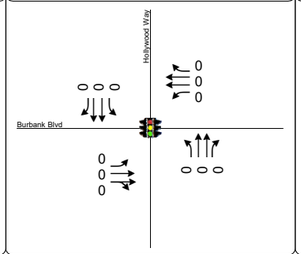
6. Hollywood Way/Avon St



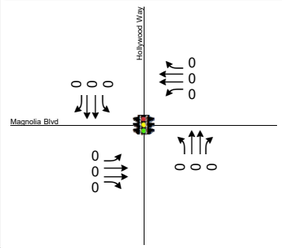
7. Hollywood Way/Victory Blvd



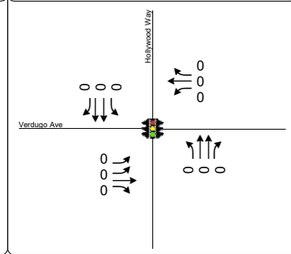
8. Hollywood Way/Burbank Blvd



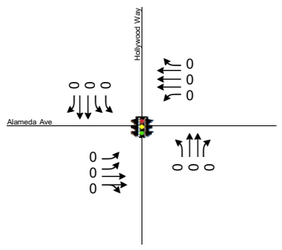
9. Hollywood Way/Magnolia Blvd



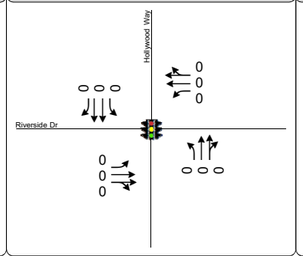
10. Hollywood Way/Verdugo Ave



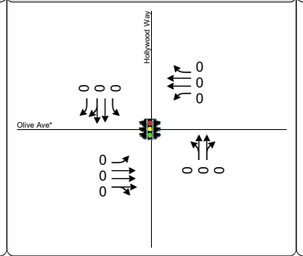
11. Hollywood Way/Alameda Ave



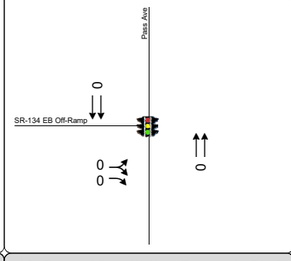
12. Hollywood Way/Riverside Dr



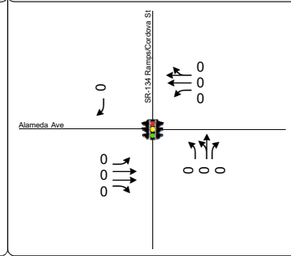
13. Hollywood Way/Olive Ave*



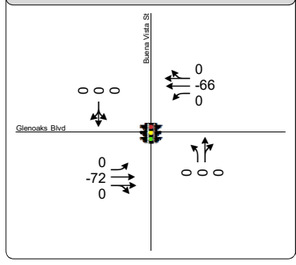
14. Pass Ave/SR-134 EB Off-Ramp



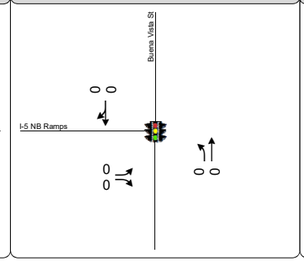
15. SR-134 Ramps/Cordova St/Alameda Ave



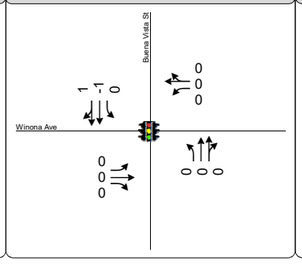
16. Buena Vista St/Glenoaks Blvd



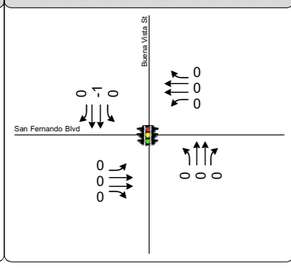
17. Buena Vista St/I-5 NB Ramps



18. Buena Vista St/Winona Ave



19. Buena Vista St/San Fernando Blvd



20. Buena Vista St/Thorton Ave

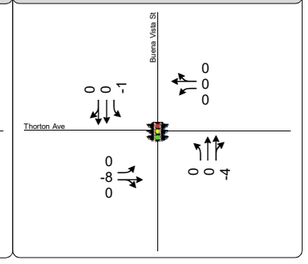
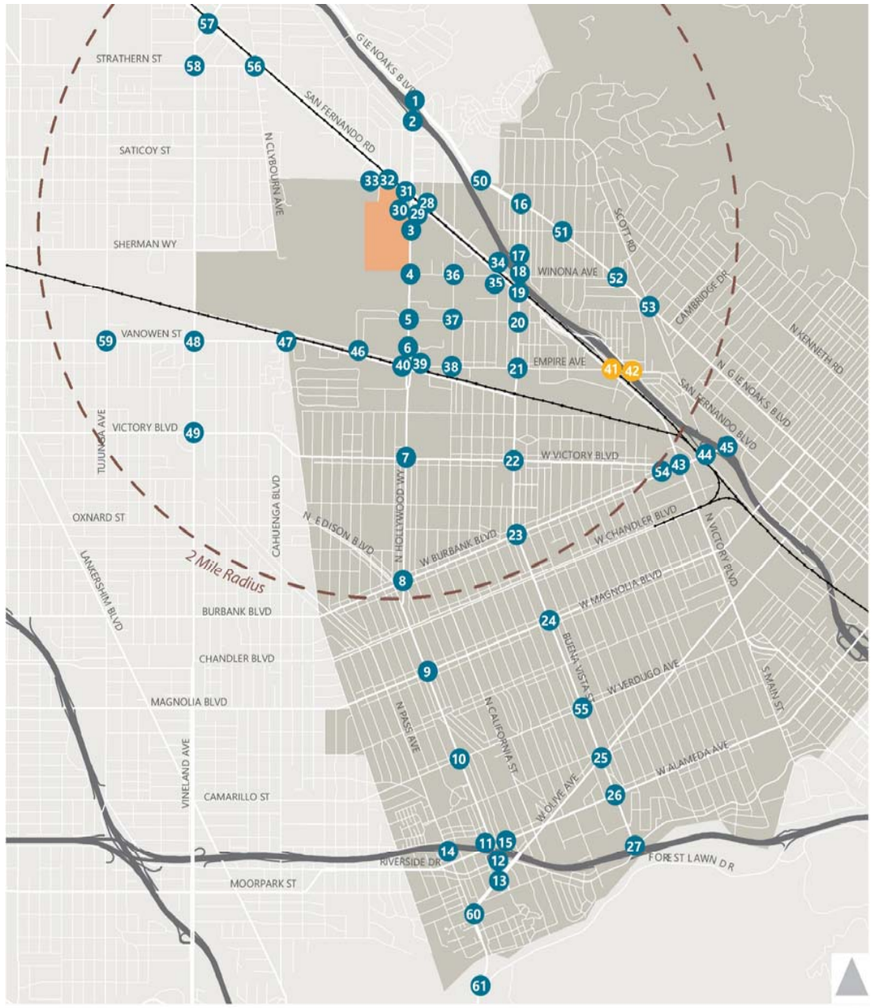


Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Empire Avenue Interchange Background Shifts - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

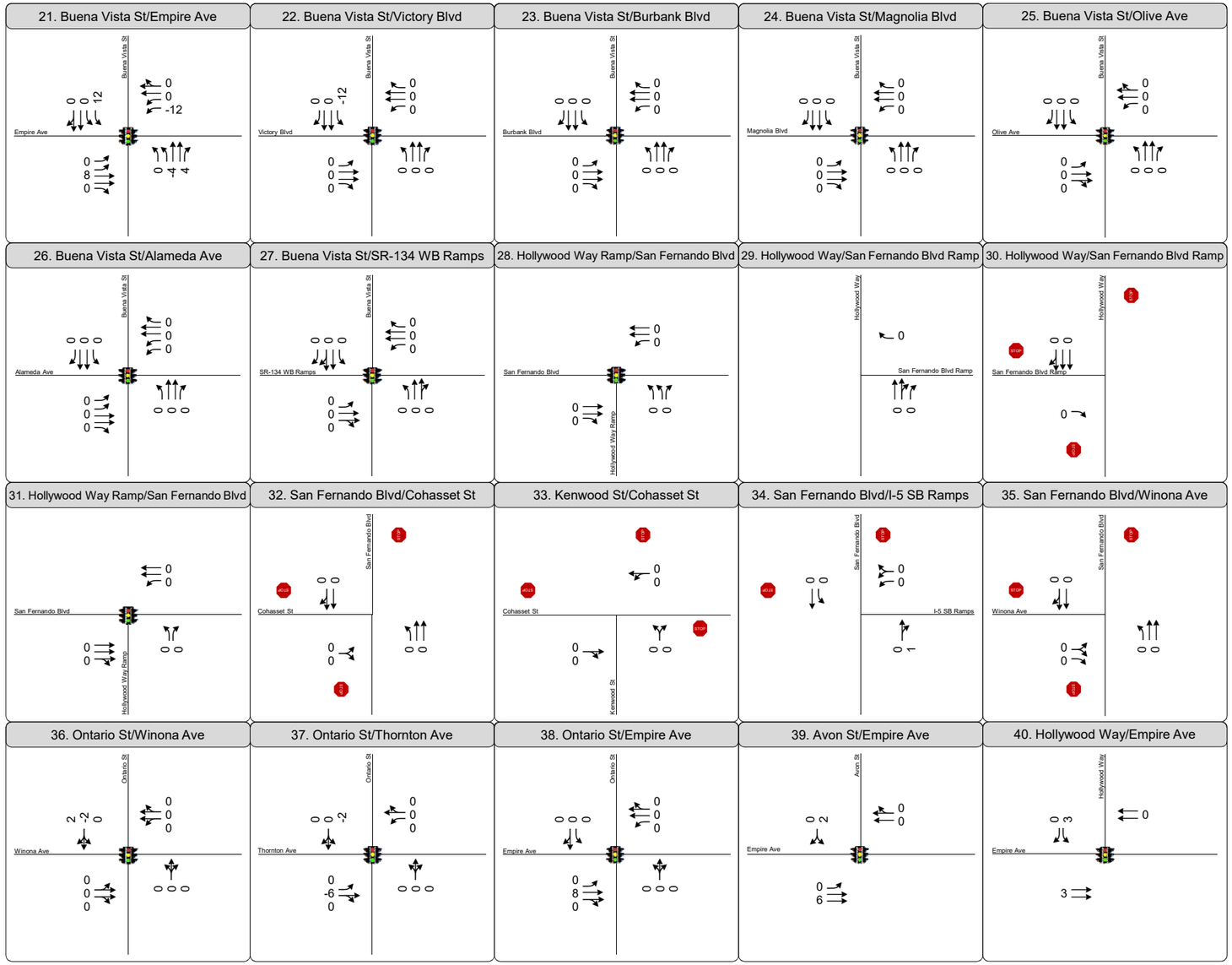
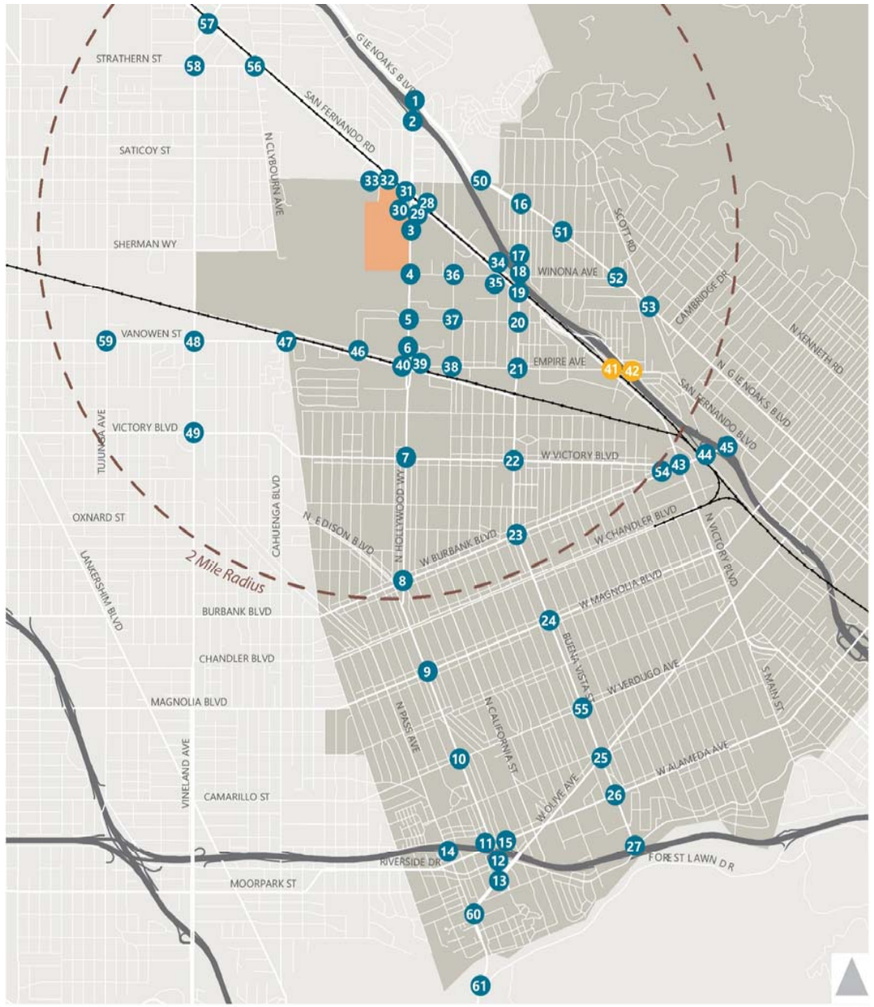


Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Empire Avenue Interchange Background Shifts - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

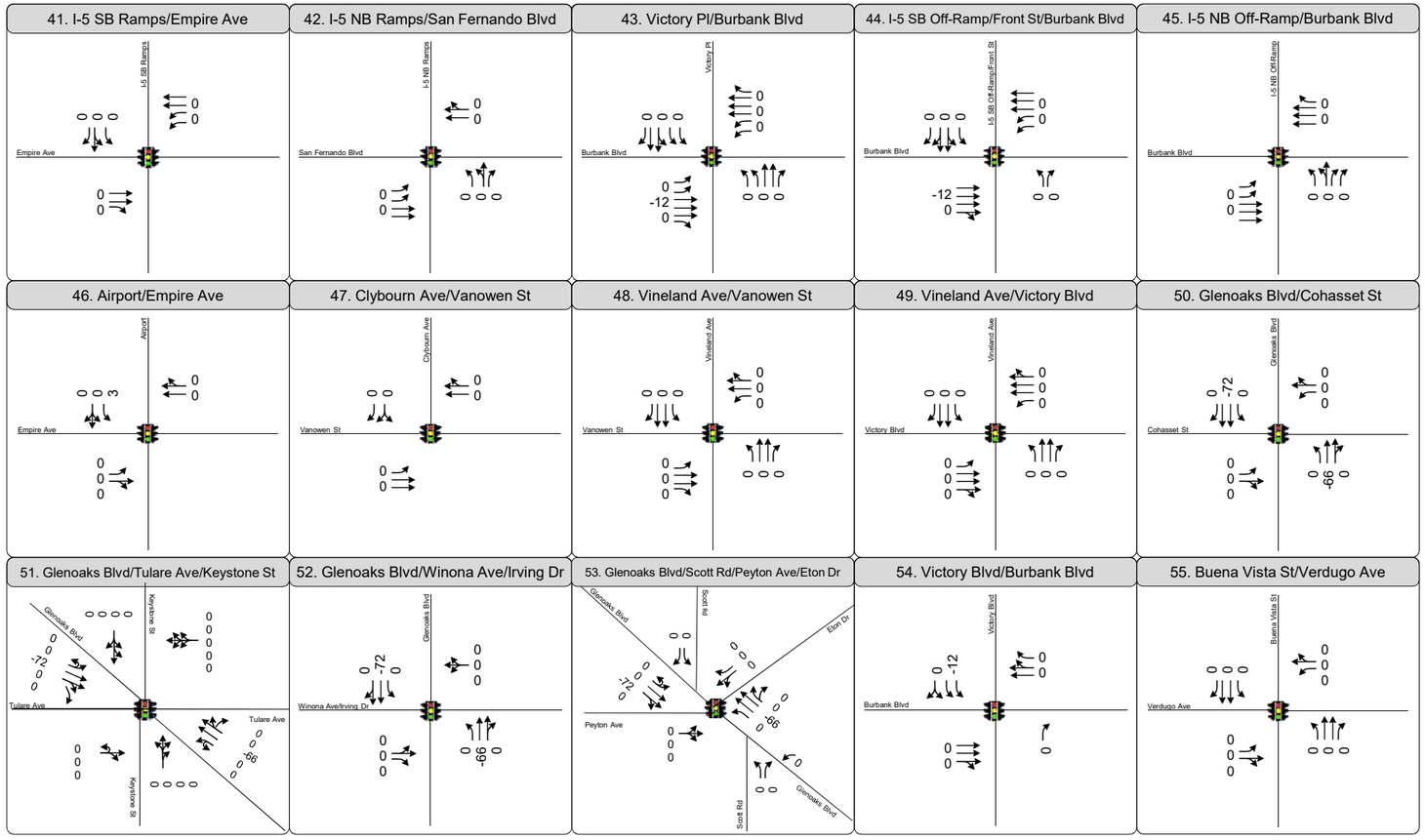
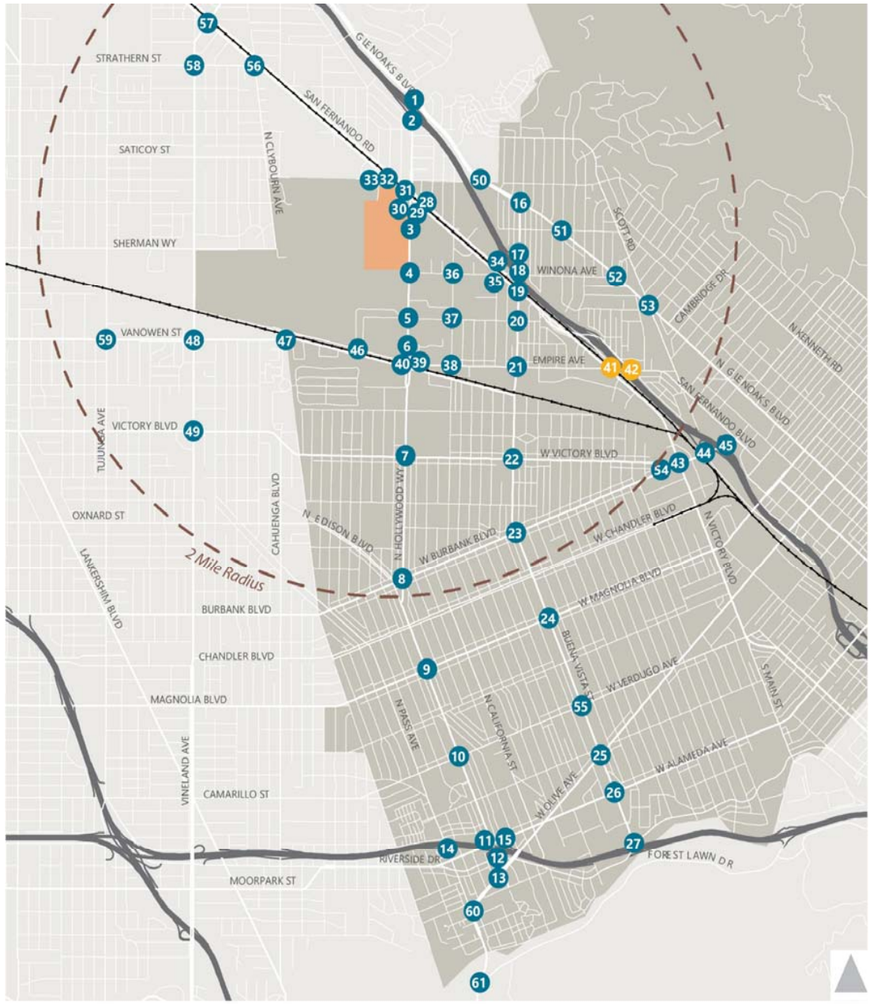


Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Empire Avenue Interchange Background Shifts - Weekend Midday



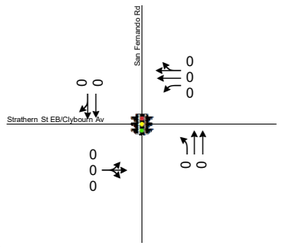
Study Intersections

Current

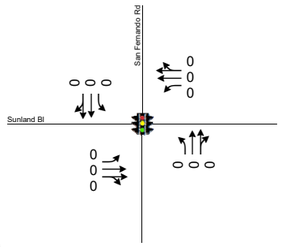
Future

Project Site

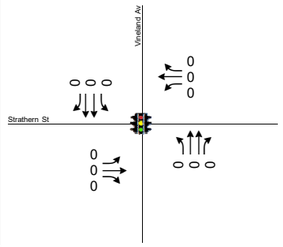
56. San Fernando Rd/Strathern St EB/Clybourn Av



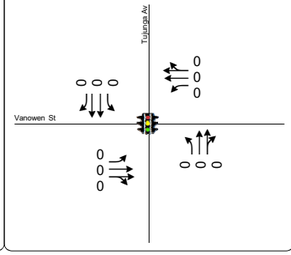
57. San Fernando Rd/Sunland Bl



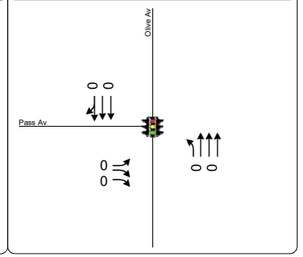
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

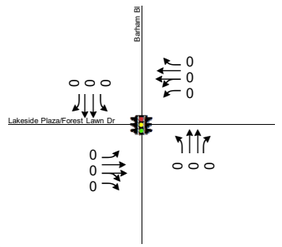
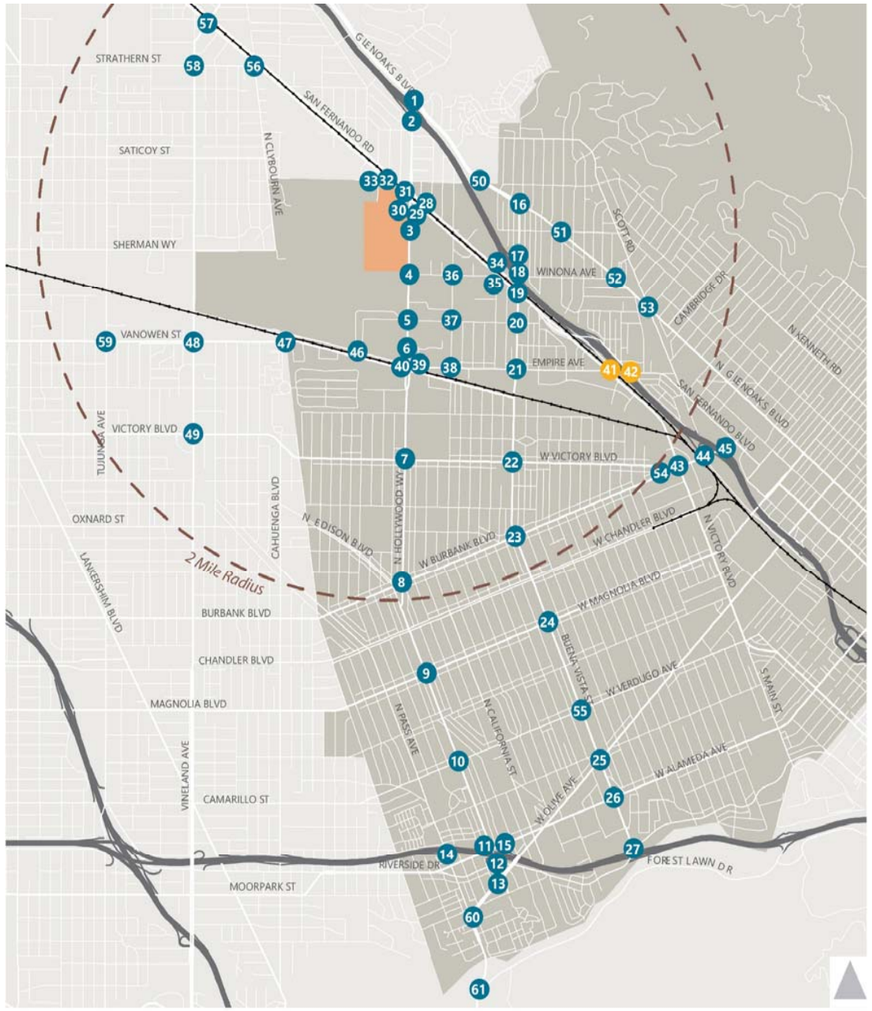


Figure 13
Peak Hour Traffic Volumes and Lane Configurations
Empire Avenue Interchange Background Shifts - Weekend Midday



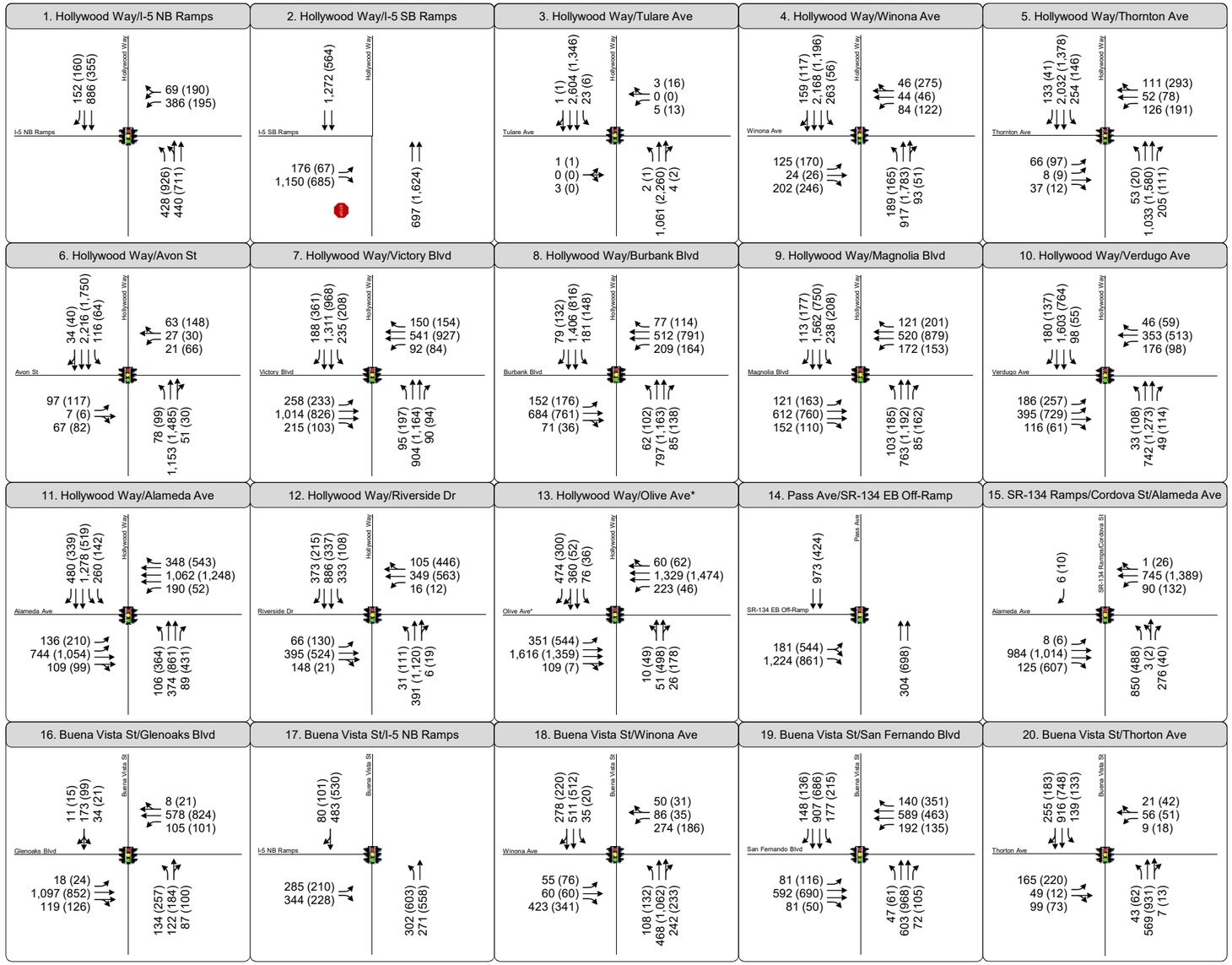
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

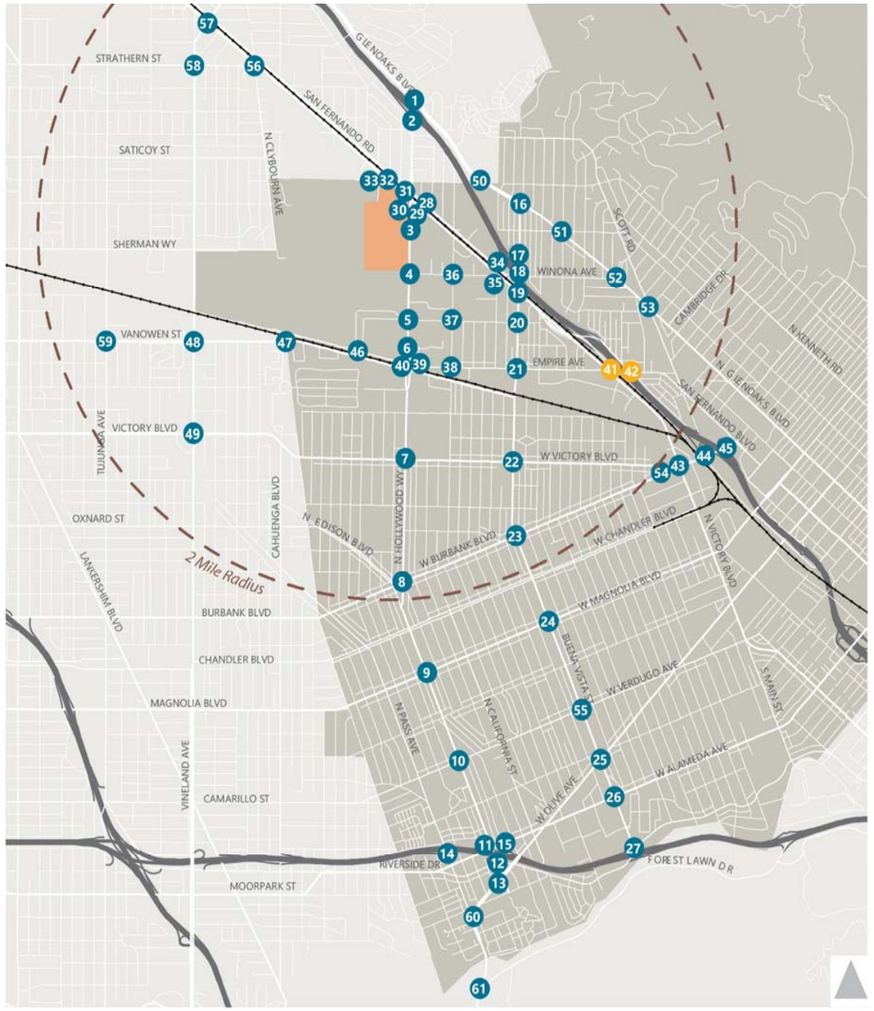


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 14

Peak Hour Traffic Volumes and Lane Configurations

Future Base Conditions - Weekday AM and PM



Study Intersections

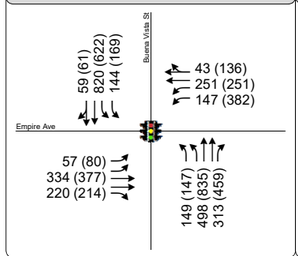
Current

Future

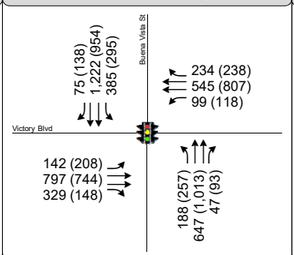
Project Site

AM (PM) Peak Hour Traffic Volume

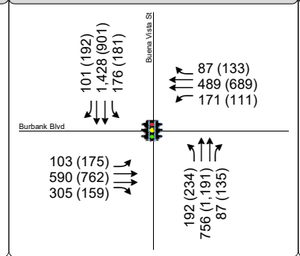
21. Buena Vista St/Empire Ave



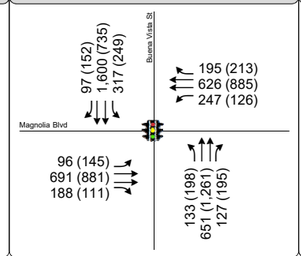
22. Buena Vista St/Victory Blvd



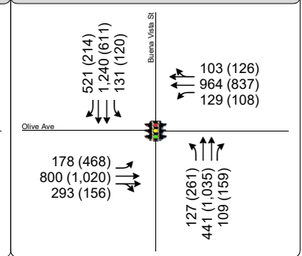
23. Buena Vista St/Burbank Blvd



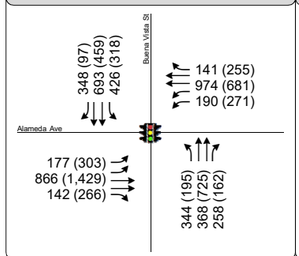
24. Buena Vista St/Magnolia Blvd



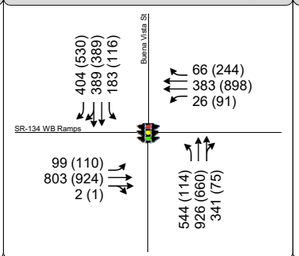
25. Buena Vista St/Olive Ave



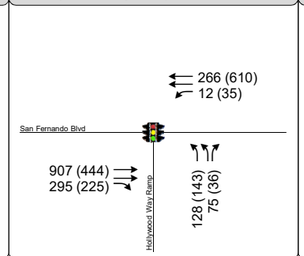
26. Buena Vista St/Alameda Ave



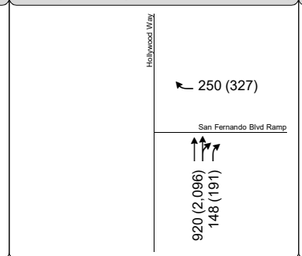
27. Buena Vista St/SR-134 WB Ramps



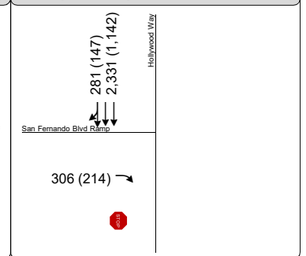
28. Hollywood Way Ramp/San Fernando Blvd



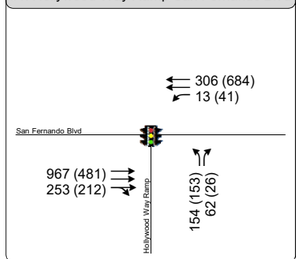
29. Hollywood Way/San Fernando Blvd Ramp



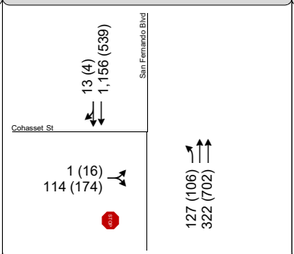
30. Hollywood Way/San Fernando Blvd Ramp



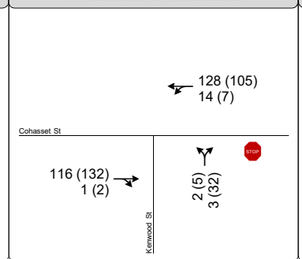
31. Hollywood Way Ramp/San Fernando Blvd



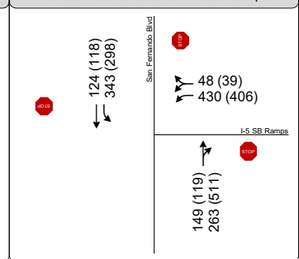
32. San Fernando Blvd/Cohasset St



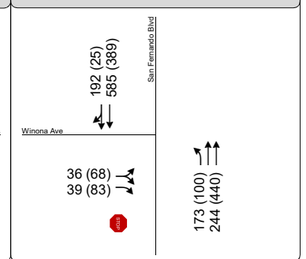
33. Kenwood St/Cohasset St



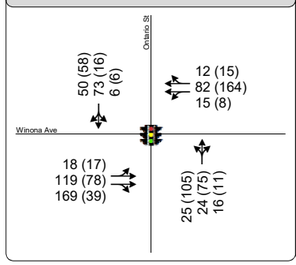
34. San Fernando Blvd/I-5 SB Ramps



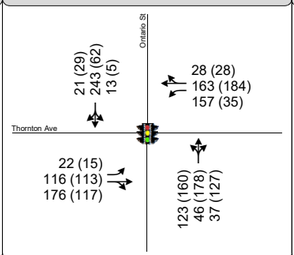
35. San Fernando Blvd/Winona Ave



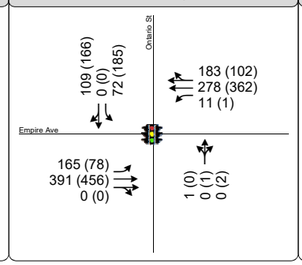
36. Ontario St/Winona Ave



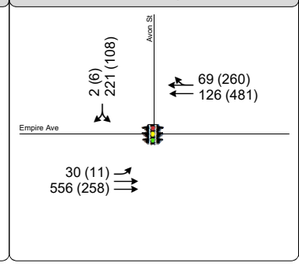
37. Ontario St/Thornton Ave



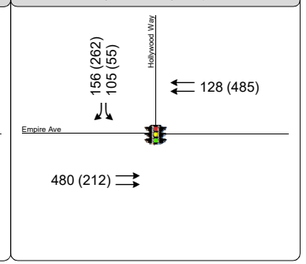
38. Ontario St/Empire Ave



39. Avon St/Empire Ave



40. Hollywood Way/Empire Ave

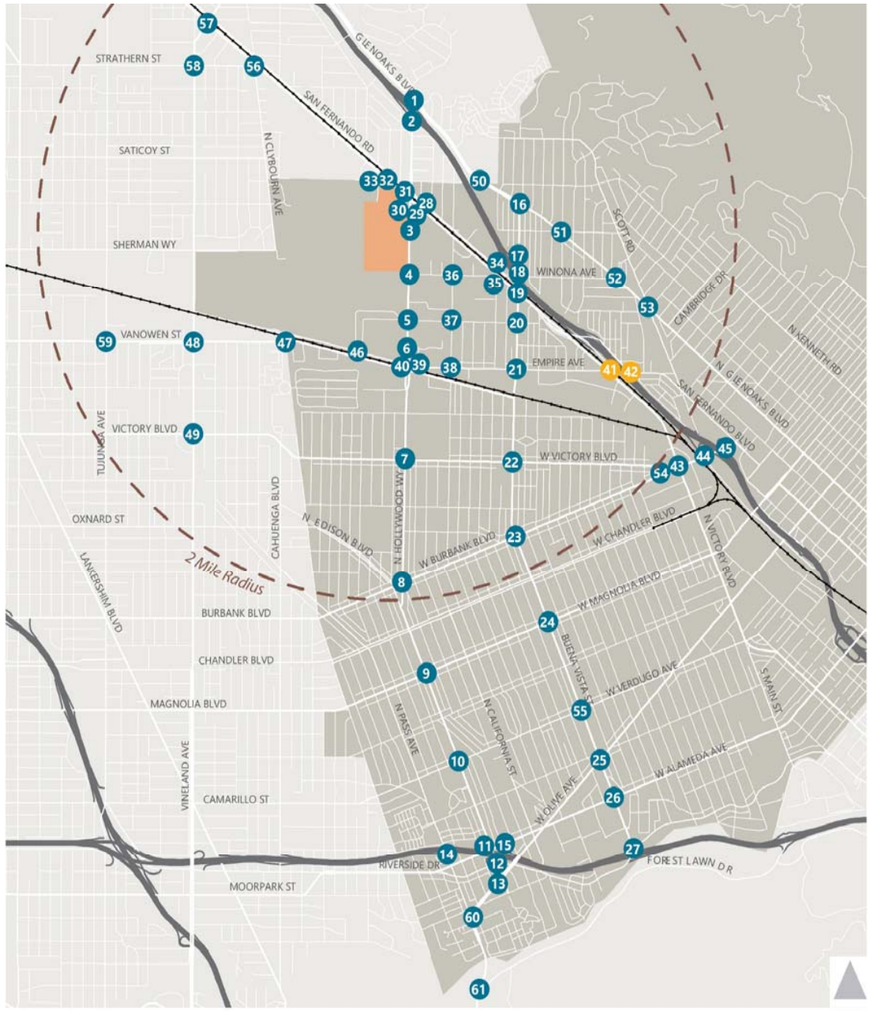


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 14

Peak Hour Traffic Volumes and Lane Configurations

Future Base Conditions - Weekday AM and PM



Study Intersections

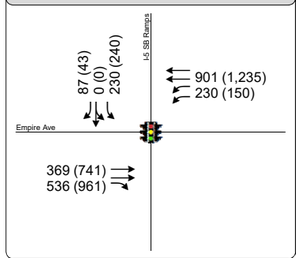
Current

Future

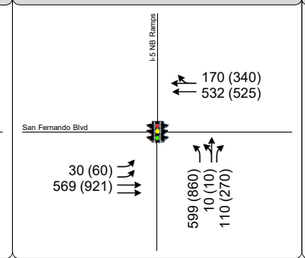
Project Site

AM (PM) Peak Hour Traffic Volume

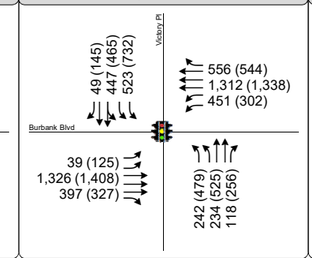
41. I-5 SB Ramps/Empire Ave



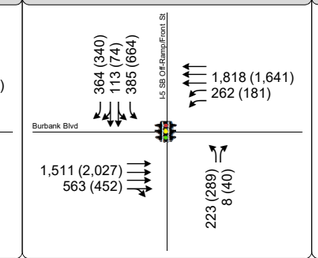
42. I-5 NB Ramps/San Fernando Blvd



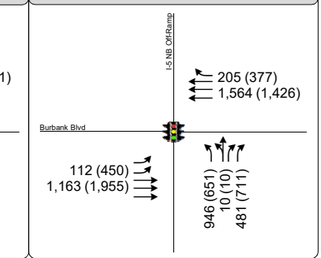
43. Victory Pl/Burbank Blvd



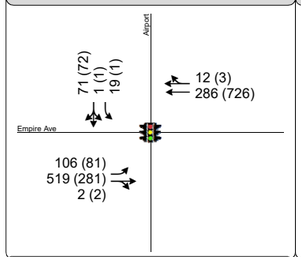
44. I-5 SB Off-Ramp/Front St/Burbank Blvd



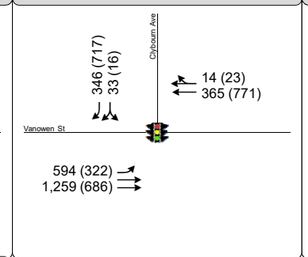
45. I-5 NB Off-Ramp/Burbank Blvd



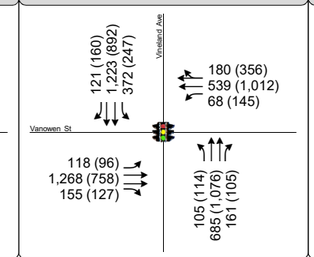
46. Airport/Empire Ave



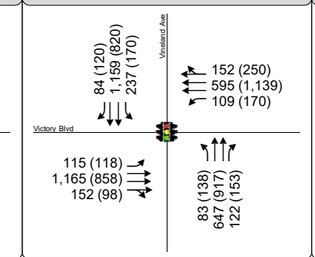
47. Clybourn Ave/Vanowen St



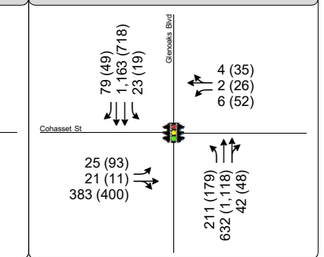
48. Vineland Ave/Vanowen St



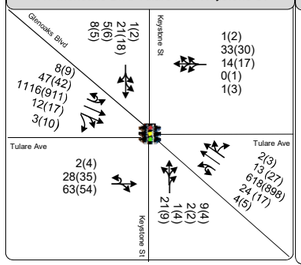
49. Vineland Ave/Victory Blvd



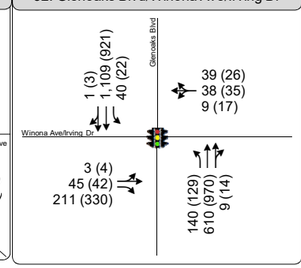
50. Glenoaks Blvd/Cohasset St



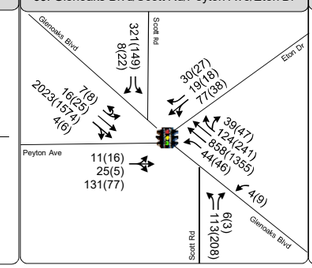
51. Glenoaks Blvd/Tulare Ave/Keystone St



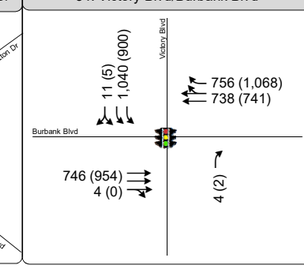
52. Glenoaks Blvd/Winona Ave/Irving Dr



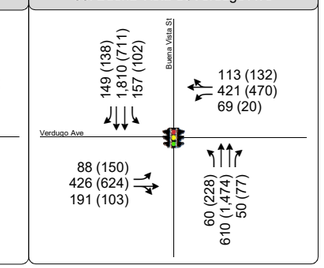
53. Glenoaks Blvd/Scott Rd/Peyton Ave/Eton Dr



54. Victory Blvd/Burbank Blvd



55. Buena Vista St/Verdugo Ave

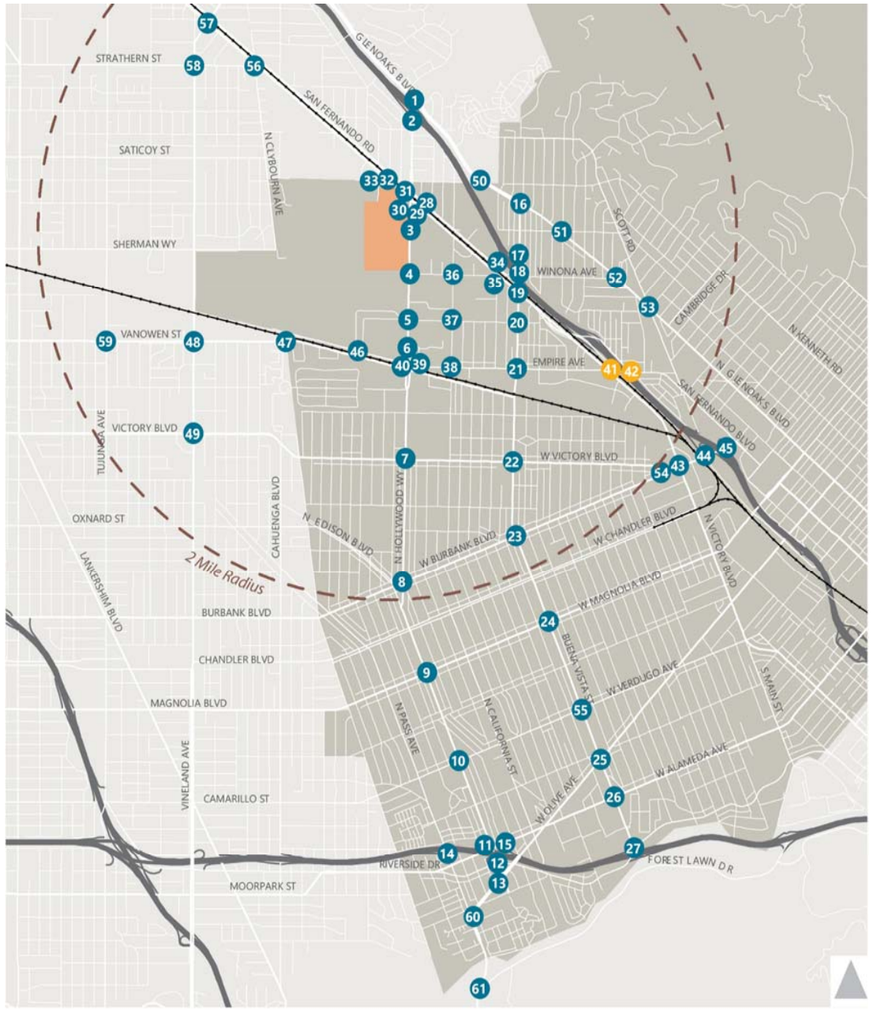


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 14

Peak Hour Traffic Volumes and Lane Configurations

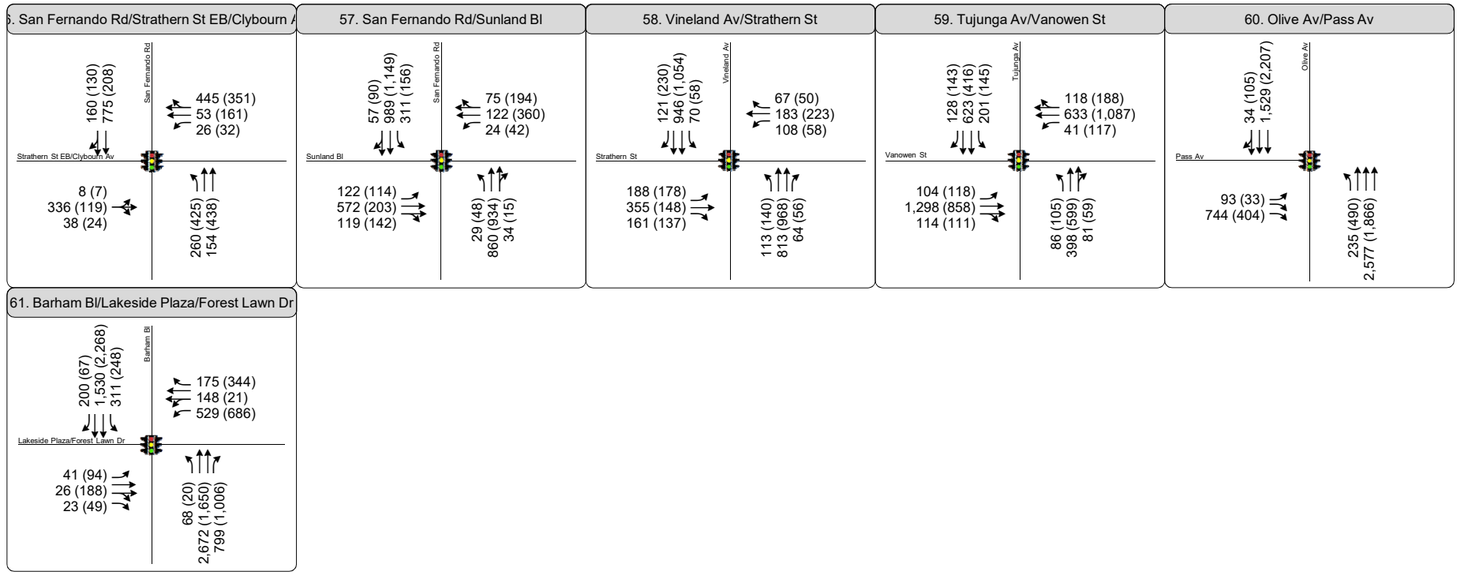
Future Base Conditions - Weekday AM and PM



Study Intersections

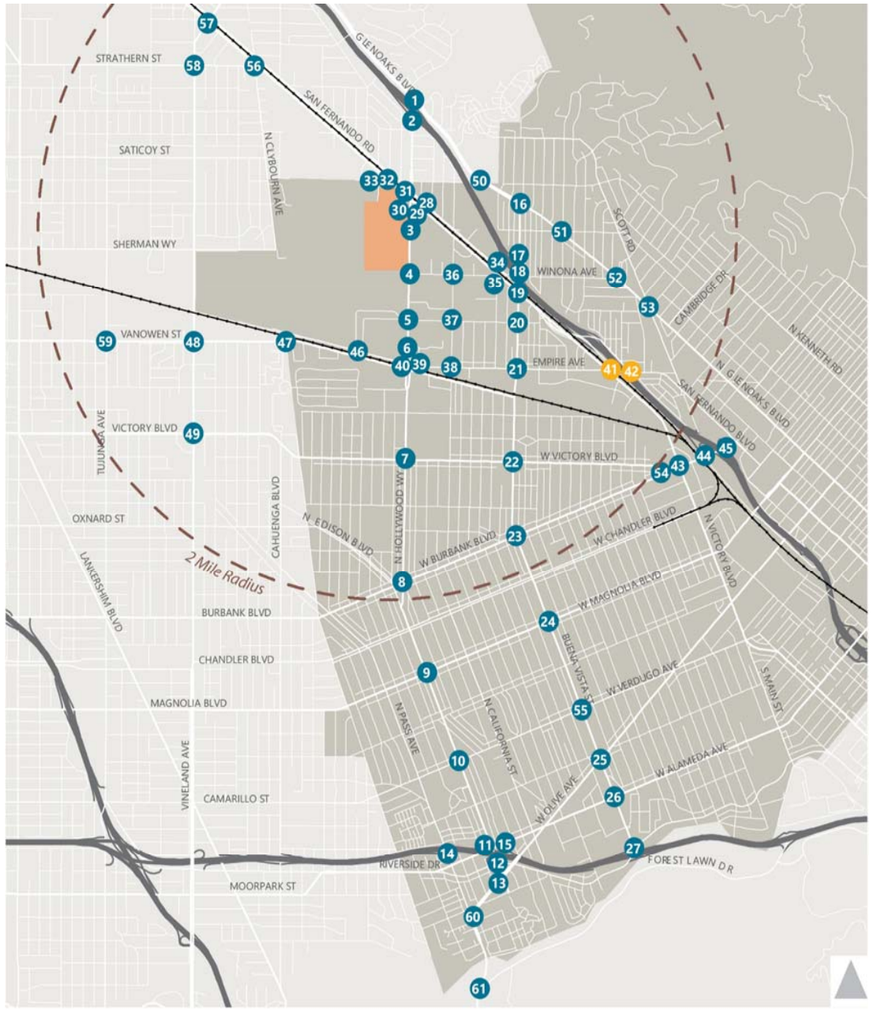
- Current
- Future
- Project Site

AM (PM) Peak Hour Traffic Volume



*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 14
Peak Hour Traffic Volumes and Lane Configurations
Future Base Conditions - Weekday AM and PM



Study Intersections

- Current
- Future
- Project Site

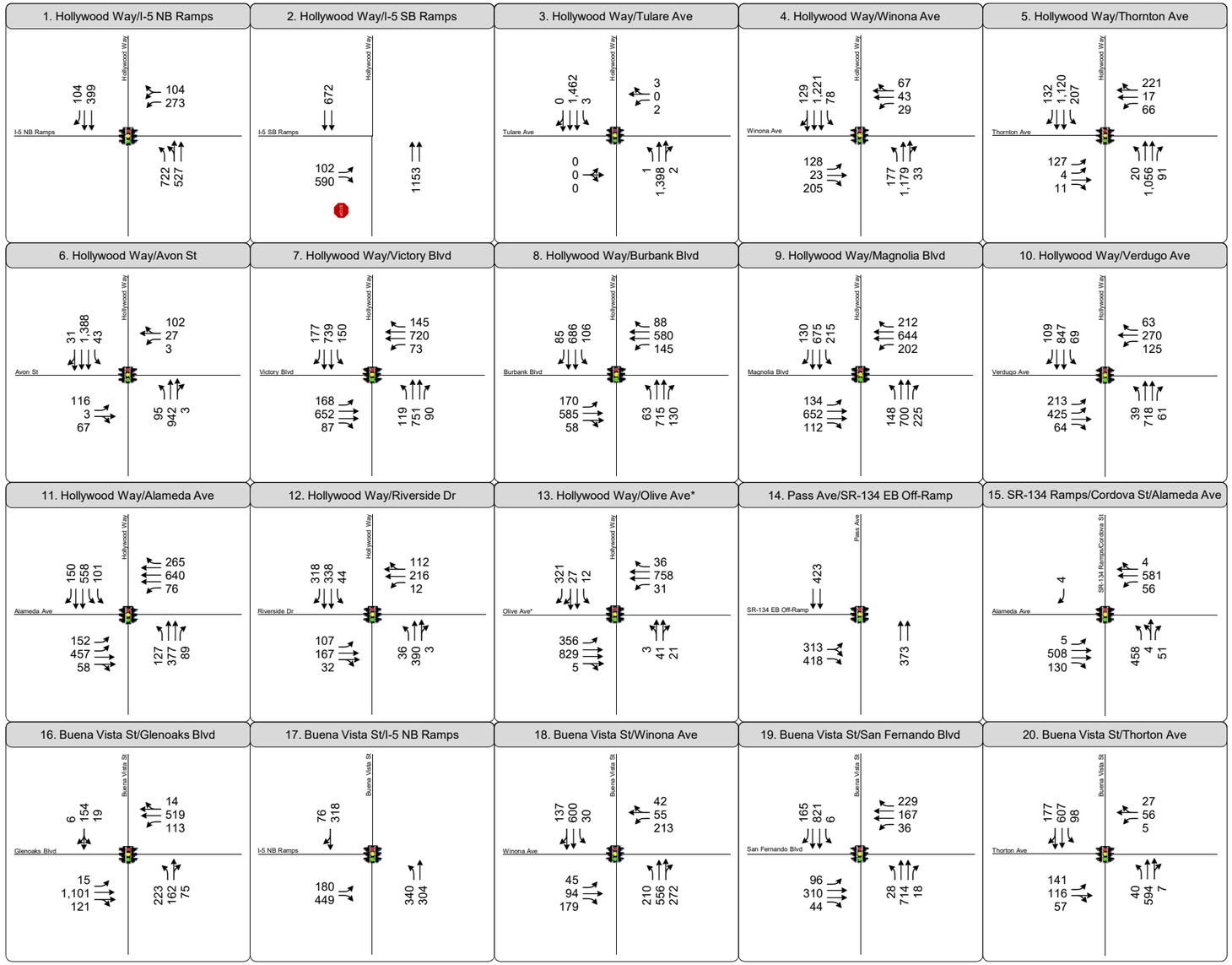
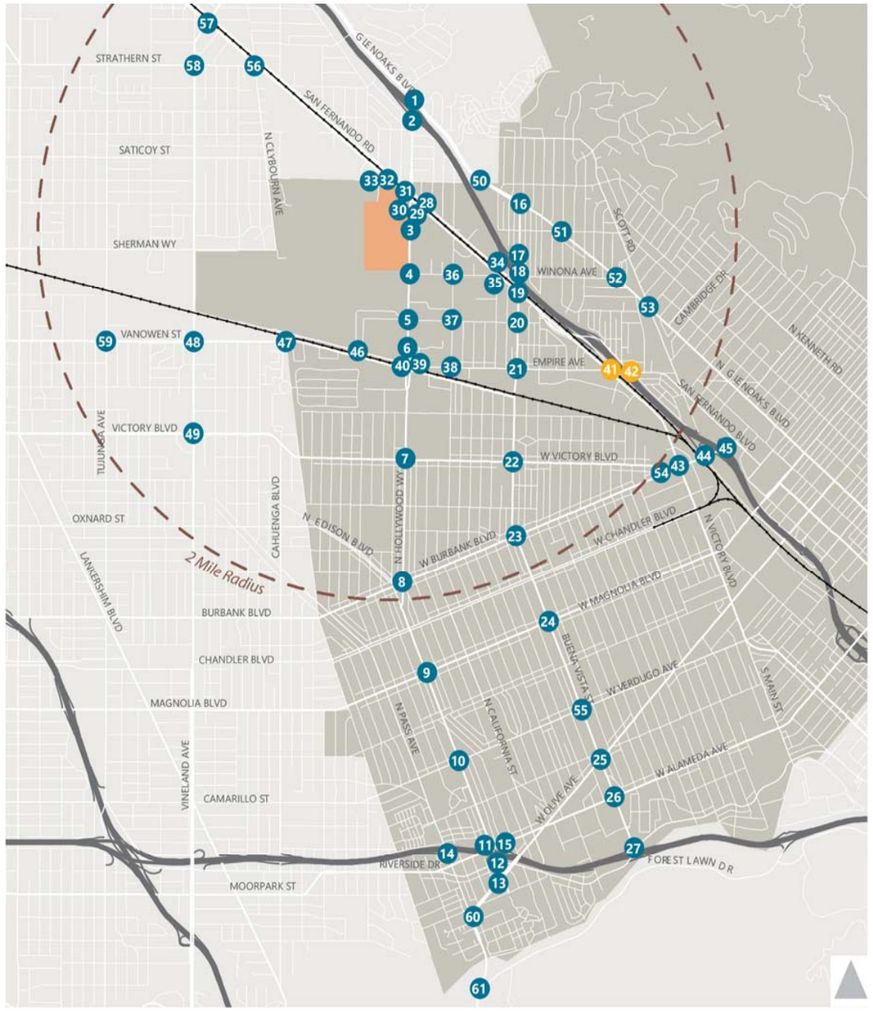


Figure 14
Peak Hour Traffic Volumes and Lane Configurations
Future Base Conditions - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

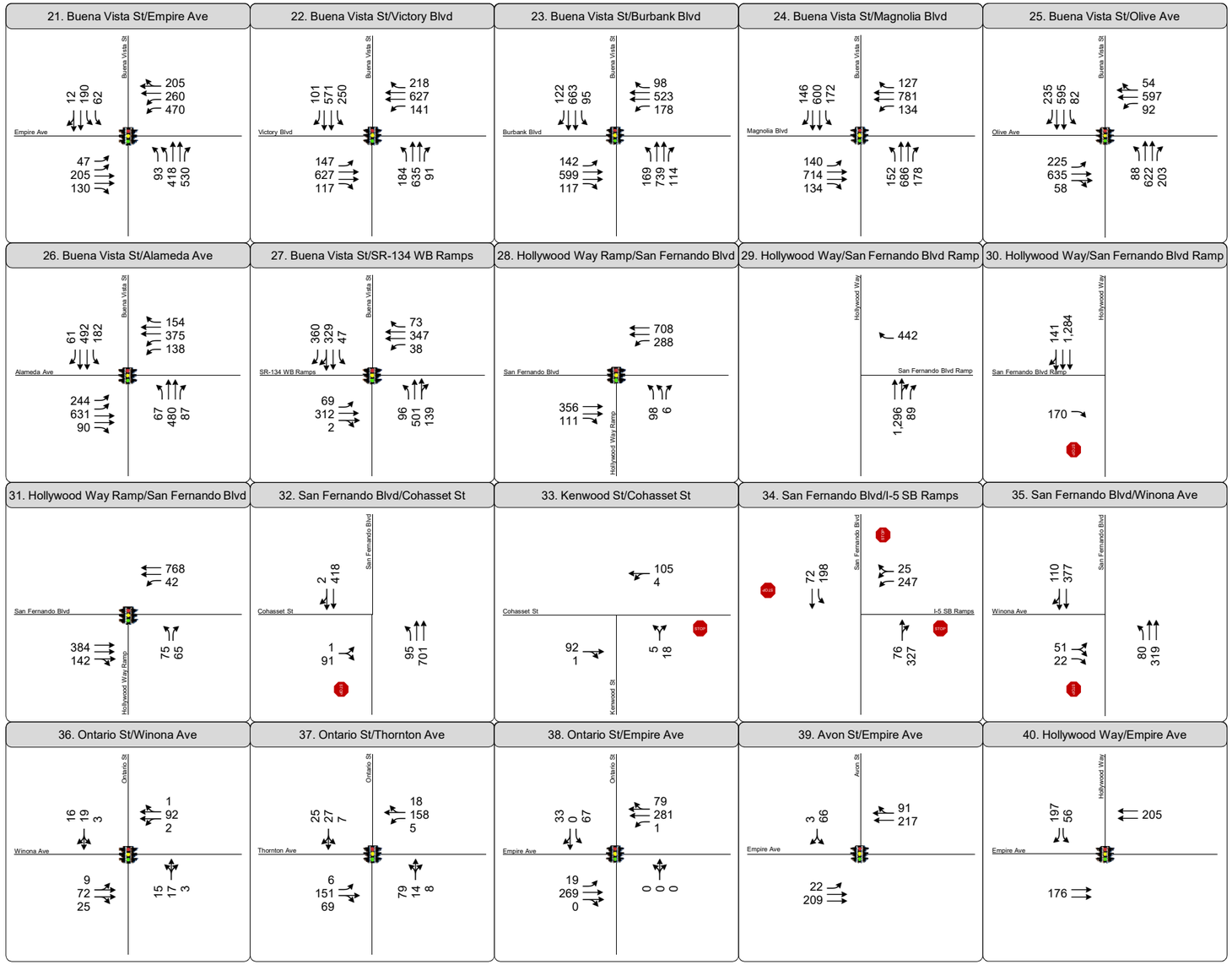
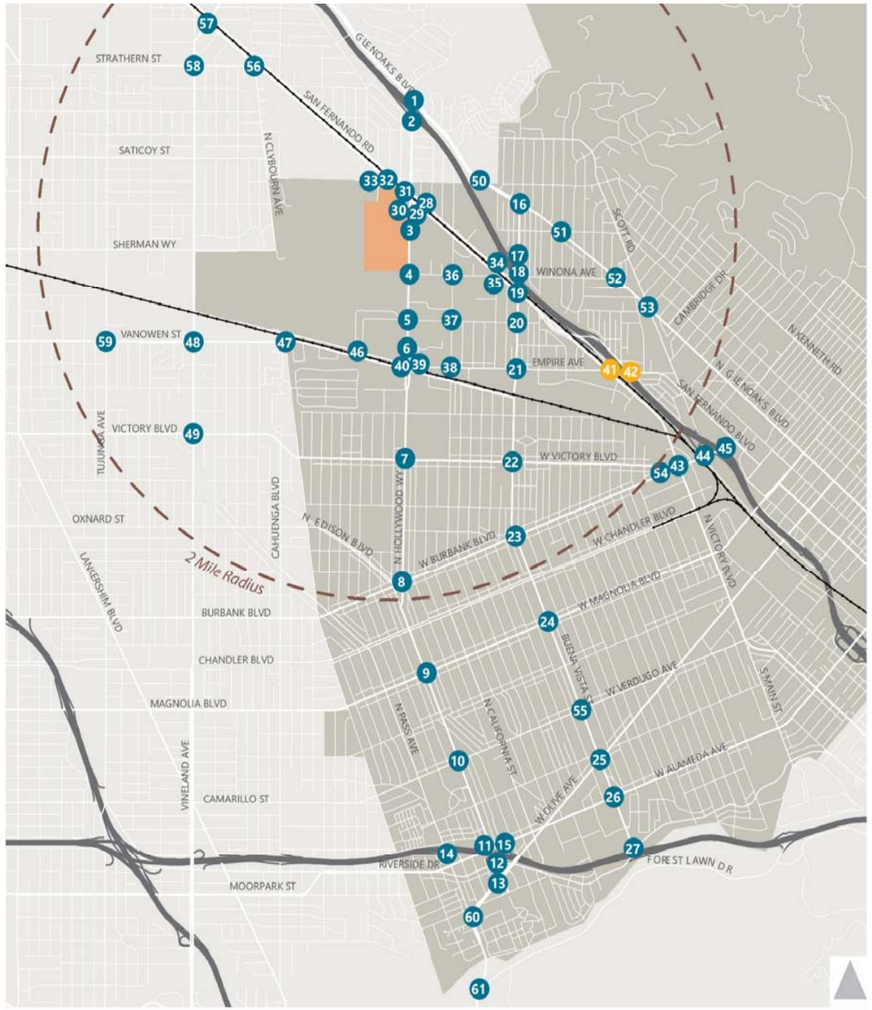


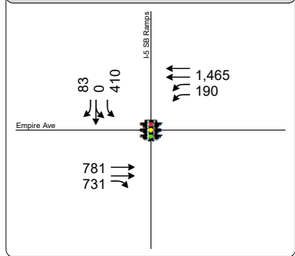
Figure 14
Peak Hour Traffic Volumes and Lane Configurations
Future Base Conditions - Weekend Midday



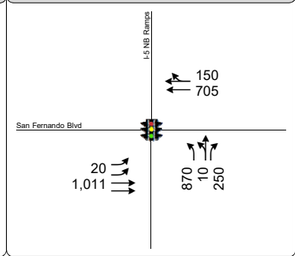
Study Intersections

- Current
- Future
- Project Site

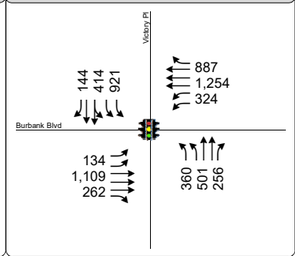
41. I-5 SB Ramps/Empire Ave



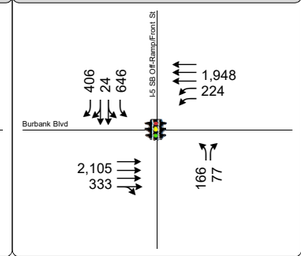
42. I-5 NB Ramps/San Fernando Blvd



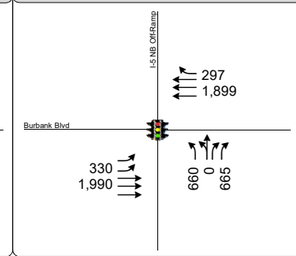
43. Victory Pl/Burbank Blvd



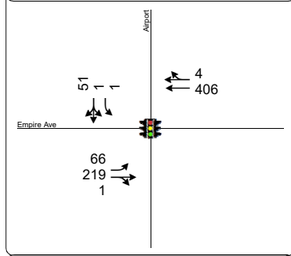
44. I-5 SB Off-Ramp/Front St/Burbank Blvd



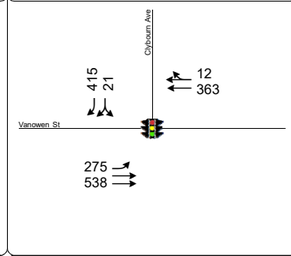
45. I-5 NB Off-Ramp/Burbank Blvd



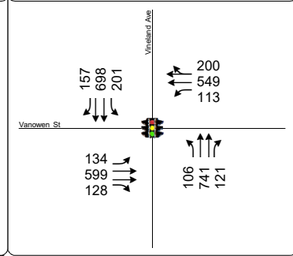
46. Airport/Empire Ave



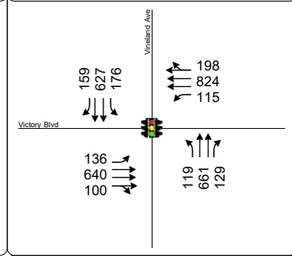
47. Clybourn Ave/Vanowen St



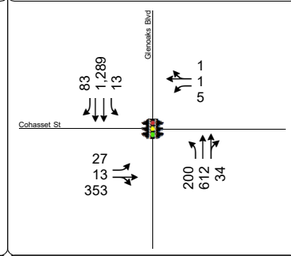
48. Vineland Ave/Vanowen St



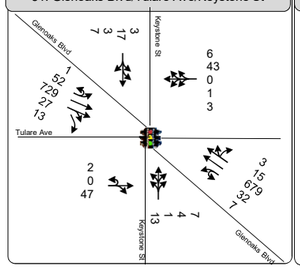
49. Vineland Ave/Victory Blvd



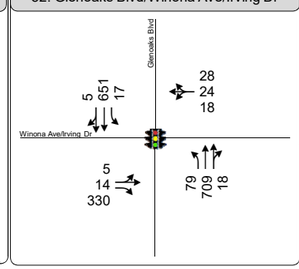
50. Glenoaks Blvd/Cohasset St



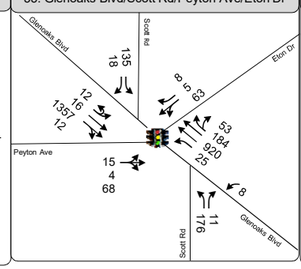
51. Glenoaks Blvd/Tulare Ave/Keystone St



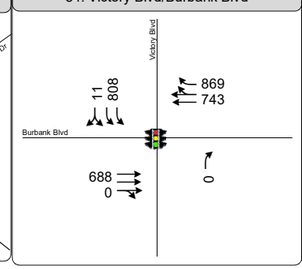
52. Glenoaks Blvd/Winona Ave/Irving Dr



53. Glenoaks Blvd/Scott Rd/Peyton Ave/Eton Dr



54. Victory Blvd/Burbank Blvd



55. Buena Vista St/Verdugo Ave

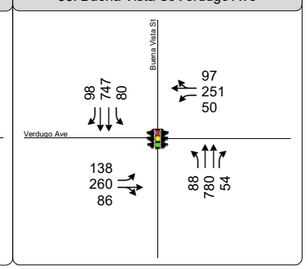
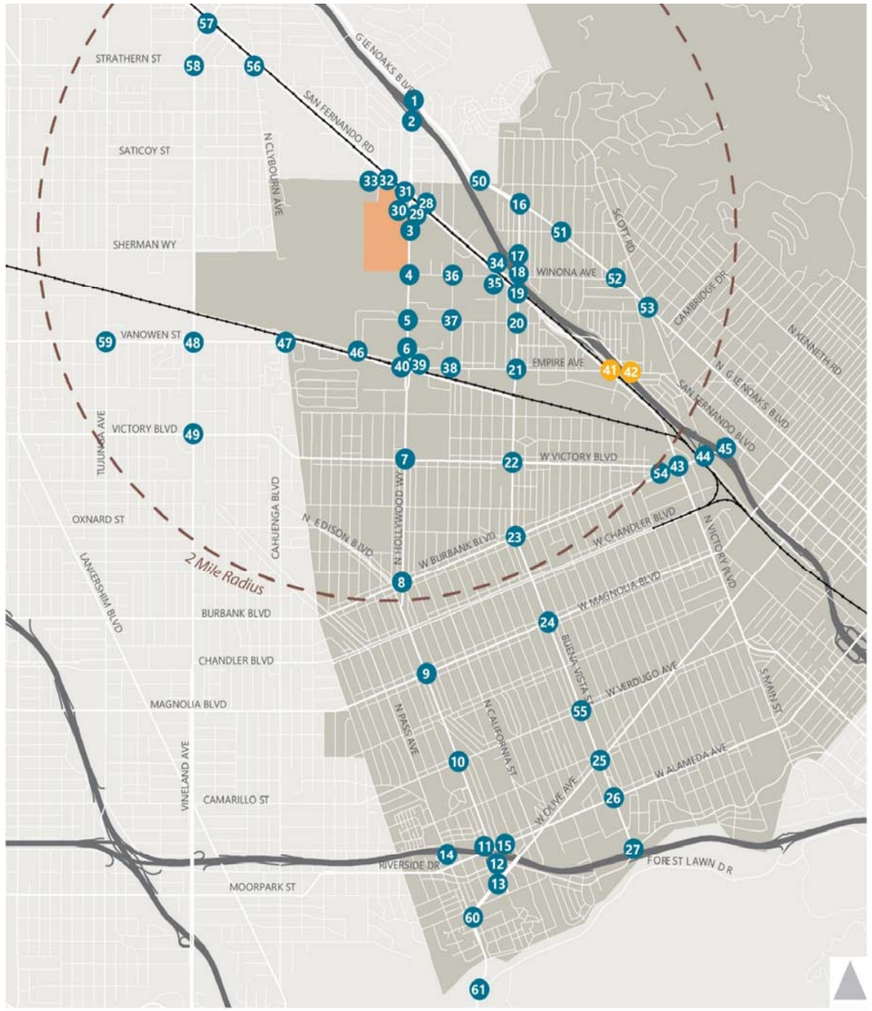


Figure 14
Peak Hour Traffic Volumes and Lane Configurations
Future Base Conditions - Weekend Midday



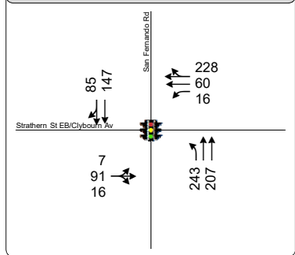
Study Intersections

Current

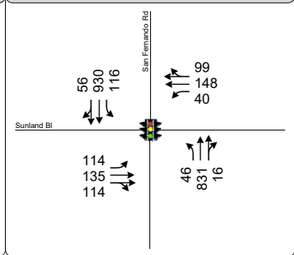
Future

Project Site

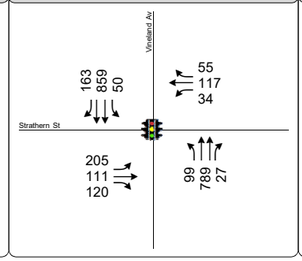
5. San Fernando Rd/Strathern St EB/Clybourn Av



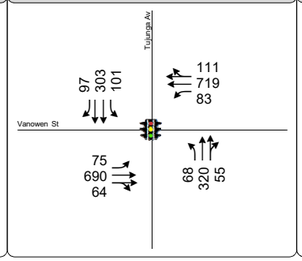
57. San Fernando Rd/Sunland Bl



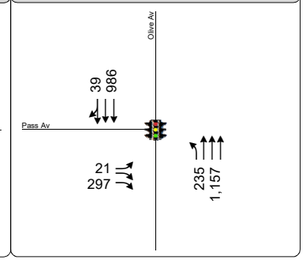
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

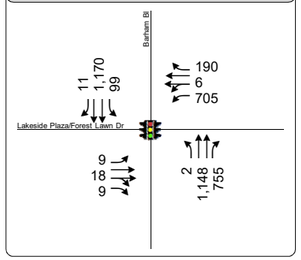


Figure 14
Peak Hour Traffic Volumes and Lane Configurations
Future Base Conditions - Weekend Midday

TABLE 9
FUTURE BASE (2024) LEVEL OF SERVICE ANALYSIS SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Future (2024)	
				V/C or Delay	LOS
1	N Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.574	A
			PM	0.544	A
			WKEND	0.465	A
3	N Hollywood Way & Tulare Ave	Burbank	AM	0.575	A
			PM	0.752	C
			WKEND	0.461	A
4	N Hollywood Way & Winona Ave	Burbank	AM	0.860	D
			PM	0.976	E
			WKEND	0.632	B
5	N Hollywood Way & Thornton Ave	Burbank	AM	0.878	D
			PM	0.914	E
			WKEND	0.731	C
6	N Hollywood Way & N Avon St	Burbank	AM	0.698	B
			PM	0.768	C
			WKEND	0.559	A
7	N Hollywood Way & W Victory Blvd	Burbank	AM	0.962	E
			PM	1.060	F
			WKEND	0.751	C
8	N Hollywood Way & Burbank Blvd	Burbank	AM	0.964	E
			PM	0.928	E
			WKEND	0.663	B
9	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.971	E
			PM	1.003	F
			WKEND	0.779	C
10	N Hollywood Way & Verdugo Ave	Burbank	AM	0.887	D
			PM	0.977	E
			WKEND	0.611	B
11	N Hollywood Way & W Alameda Ave	Burbank	AM	0.971	E
			PM	0.914	E
			WKEND	0.538	A
12	N Hollywood Way & Riverside Dr	Burbank	AM	0.567	A
			PM	0.903	E
			WKEND	0.430	A
13	N Hollywood Way & W Olive Ave	Burbank	AM	0.769	C
			PM	1.155	F
			WKEND	0.629	B
14	Pass Ave & SR-134 EB Off-Ramp	Burbank/Caltrans	AM	0.877	D
			PM	0.768	C
			WKEND	0.420	A
15	SR-134 Ramps/N Cordova St & W Alameda Ave	Burbank/Caltrans	AM	0.749	C
			PM	0.704	C
			WKEND	0.402	A
16	N Buena Vista St & N Glenoaks Blvd	Burbank	AM	0.738	C
			PM	0.680	B
			WKEND	0.780	C
17	N Buena Vista St & I-5 NB Ramps	Burbank/Caltrans	AM	0.848	D
			PM	1.026	F
			WKEND	0.830	D
18	N Buena Vista St & Winona Ave	Burbank	AM	0.794	C
			PM	0.773	C
			WKEND	0.644	B
19	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.705	C
			PM	0.841	D
			WKEND	0.540	A
20	N Buena Vista St & Thornton Ave	Burbank	AM	0.569	A
			PM	0.600	B
			WKEND	0.429	A
21	N Buena Vista St & W Empire Ave	Burbank	AM	0.586	A
			PM	0.666	B
			WKEND	0.495	A
22	N Buena Vista St & W Victory Blvd	Burbank	AM	0.924	E
			PM	1.007	F
			WKEND	0.733	C

TABLE 9
FUTURE BASE (2024) LEVEL OF SERVICE ANALYSIS SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Future (2024)	
				V/C or Delay	LOS
23	N Buena Vista St & Burbank Blvd	Burbank	AM	0.985	E
			PM	0.924	E
			WKEND	0.697	B
24	N Buena Vista St & Magnolia Blvd	Burbank	AM	1.088	F
			PM	1.046	F
			WKEND	0.745	C
25	N Buena Vista St & W Olive Ave	Burbank	AM	1.040	F
			PM	1.132	F
			WKEND	0.673	B
26	S Buena Vista St & W Alameda Ave	Burbank	AM	0.910	E
			PM	1.101	F
			WKEND	0.580	A
27	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.974	E
			PM	0.909	E
			WKEND	0.585	A
28	N Hollywood Way NB Off-Ramp & N San Fernando Blvd	Burbank	AM	0.360	A
			PM	0.256	A
			WKEND	0.347	A
31	N Hollywood Way SB Ramps & N San Fernando Blvd	Burbank	AM	0.382	A
			PM	0.330	A
			WKEND	0.306	A
36	N Ontario St & Winona Ave	Burbank	AM	0.225	A
			PM	0.205	A
			WKEND	0.073	A
37	N Ontario St & Thornton Ave	Burbank	AM	0.566	A
			PM	0.490	A
			WKEND	0.242	A
38	N Ontario St & W Empire Ave	Burbank	AM	0.355	A
			PM	0.349	A
			WKEND	0.187	A
39	N Avon St & W Empire Ave	Burbank	AM	0.350	A
			PM	0.344	A
			WKEND	0.170	A
40	N Hollywood Way & W Empire Ave	Burbank	AM	0.264	A
			PM	0.336	A
			WKEND	0.200	A
41	I-5 SB Ramps & W Empire Ave	Burbank/Caltrans	AM	0.405	A
			PM	0.526	A
			WKEND	0.672	B
42	I-5 NB Ramps & N San Fernando Blvd	Burbank/Caltrans	AM	0.493	A
			PM	0.662	B
			WKEND	0.694	B
43	N Victory Pl & W Burbank Blvd	Burbank	AM	0.769	C
			PM	0.867	D
			WKEND	0.864	D
44	I-5 SB Off-Ramp/N Front St & E Burbank Blvd	Burbank/Caltrans	AM	0.817	D
			PM	0.964	E
			WKEND	0.880	D
45	I-5 NB Off-Ramp & W Burbank Blvd	Burbank/Caltrans	AM	0.778	C
			PM	0.782	C
			WKEND	0.828	D
46	Airport & W Empire Ave	Burbank	AM	0.436	A
			PM	0.383	A
			WKEND	0.260	A
47	Clybourn Ave & Vanowen St [2]	Burbank	AM	0.832	D
			PM	0.852	D
			WKEND	0.503	A
		Los Angeles	AM	0.473	A
			PM	0.549	A
			WKEND	0.282	A
48	Vineland Ave & Vanowen St	Los Angeles	AM	0.896	D
			PM	0.998	E
			WKEND	0.659	B
49	Vineland Ave & Victory Blvd	Los Angeles	AM	0.707	C
			PM	0.707	C
			WKEND	0.556	A
50	N Glenoaks Blvd & Cohasset St [2]	Burbank	AM	0.833	D
			PM	0.738	C
			WKEND	0.842	D
		Los Angeles	AM	0.775	C
			PM	0.675	B
			WKEND	0.784	C

TABLE 9
FUTURE BASE (2024) LEVEL OF SERVICE ANALYSIS SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Future (2024)	
				V/C or Delay	LOS
51	N Glenoaks Blvd & Tulare Ave/Keystone St [3]	Burbank	AM	0.514	A
			PM	0.452	A
			WKEND	0.363	A
52	N Glenoaks Blvd & Winona Ave/Irving Dr	Burbank	AM	0.518	A
			PM	0.541	A
			WKEND	0.452	A
53	Scott Rd & Glenoaks Blvd/Peyton Ave [3]	Burbank	AM	1.166	F
			PM	0.862	D
			WKEND	0.732	C
54	Burbank Blvd & Victory Blvd	Burbank	AM	0.521	A
			PM	0.484	A
			WKEND	0.462	A
55	Buena Vista St & Verdugo Ave	Burbank	AM	1.079	F
			PM	1.040	F
			WKEND	0.625	B
56	San Fernando Rd & Strathern St EB/Clybourn Ave	Los Angeles	AM	1.031	F
			PM	0.696	B
			WKEND	0.410	A
57	San Fernando Rd & Sunland Blvd	Los Angeles	AM	0.720	C
			PM	0.670	B
			WKEND	0.466	A
58	Vineland Ave & Strathern St	Los Angeles	AM	0.599	A
			PM	0.612	B
			WKEND	0.467	A
59	Tujunga Ave & Vanowen St	Los Angeles	AM	0.692	B
			PM	0.720	C
			WKEND	0.419	A
60	Olive Ave & Pass Ave	Burbank	AM	0.873	D
			PM	1.020	F
			WKEND	0.509	A
61	Barham Blvd & Lakeside Plaza/Forest Lawn Dr	Los Angeles	AM	1.289	F
			PM	1.040	F
			WKEND	0.651	B

Notes:

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:
City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology
unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)
City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;
signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

[3] 6-legged intersection, v/c calculated by hand

TABLE 10
FUTURE BASE (2024) LEVEL OF SERVICE ANALYSIS UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	INTERSECTION CONTROL	JURISDICTION [1]	PEAK HOUR	Future (2024)	
					V/C or Delay	LOS
29	N Hollywood Way NB & San Fernando Rd WB Ramps	Un-Controlled	Burbank	AM	0.0	A
				PM	0.0	A
				WKEND	0.0	A
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps	TWSC	Burbank	AM	37.9	E
				PM	12.9	B
				WKEND	12.8	B
32	N San Fernando Blvd & Cohasset St [2]	TWSC	Burbank/Los Angeles	AM	15.6	C
				PM	12.6	B
				WKEND	10.1	B
33	Kenwood St & Cohasset St [2]	TWSC	Burbank/Los Angeles	AM	9.3	A
				PM	9.2	A
				WKEND	9.0	A
34	San Fernando Blvd & I-5 SB Ramps	AWSC	Burbank	AM	20.1	C
				PM	43.0	E
				WKEND	13.2	B
35	N San Fernando Blvd & Winona Ave	TWSC	Burbank	AM	22.6	C
				PM	15.6	C
				WKEND	15.7	C

Notes:

TWSC Two-way stop controlled intersections

AWSC All-way stop controlled intersections

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:

City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology

unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)

City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;

signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] For unsignalized intersections on the boarder between the City of Los Angeles and the City of Burbank, Circular 212 LOS methodology is shown here; signal warrant analysis is also conduc

[3] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

[4] 6-legged intersection, v/c calculated by hand

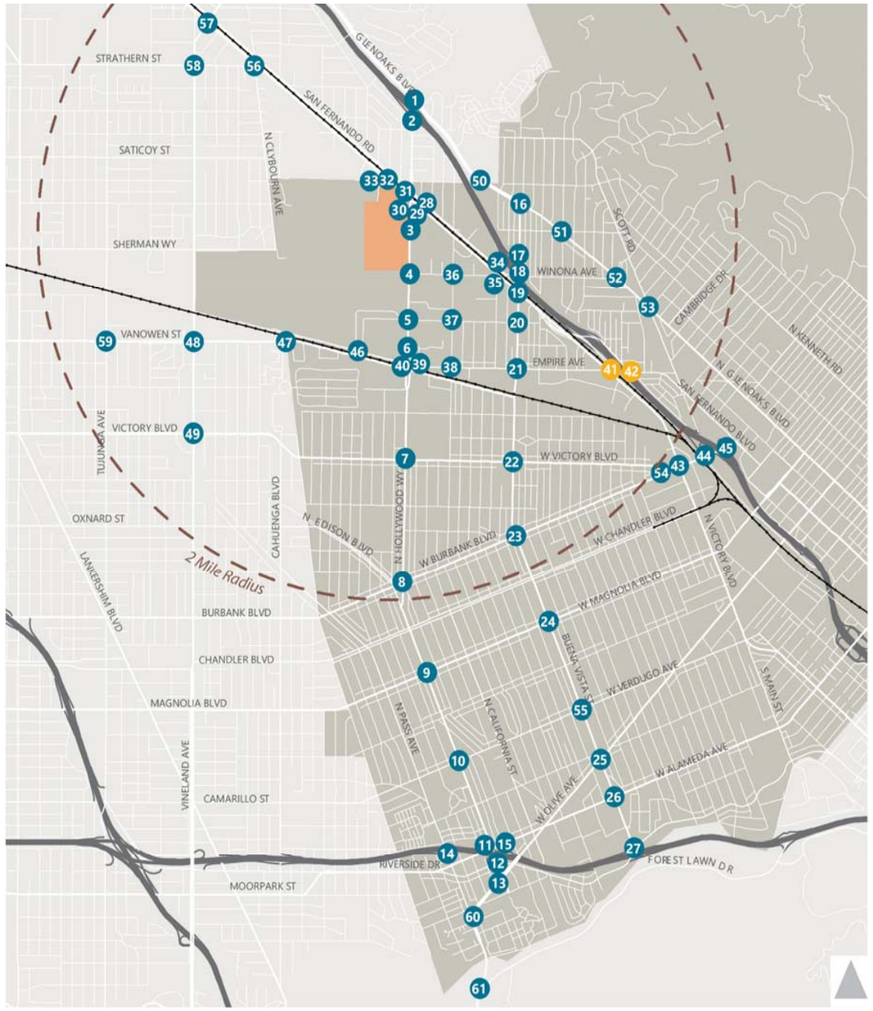
Future plus Project Traffic Conditions

The project-generated traffic volumes from Figure 8 were added to the 2024 Future Base traffic volumes illustrated in Figure 14 to develop Future plus Project peak hour traffic volumes. In addition, as part of the project, Tulare Avenue would connect Hollywood Way to the future new airport terminal location (described above in the background shifts portion of Future Base Traffic Projections). It is estimated that this new connection could result in a shift of approximately 33 percent of vehicles accessing the airport from Winona Avenue to Tulare Avenue, as shown in Figure 15. The shifts would not affect vehicle volumes at any other intersection. Future plus Project traffic volumes during the AM, PM, and weekday peak hours are shown in Figure 16.

The resulting Future plus Project peak hour traffic volumes, illustrated in Figure 16 and shown in Table 11 and Table 12, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. Table 11 summarizes the Future plus Project LOS for signalized intersections, and Table 12 shows LOS for unsignalized intersections within the City of Burbank. As indicated, 35 of the 61 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following 26 intersections are projected to operate at LOS E or worse during one or both peak hours:

3. North Hollywood Way & Tulare Avenue
4. North Hollywood Way & Winona Avenue
5. North Hollywood Way & Thornton Avenue
7. North Hollywood Way & Victory Boulevard
8. North Hollywood Way & Burbank Boulevard
9. North Hollywood Way & Magnolia Boulevard
10. North Hollywood Way & Verdugo Avenue
11. North Hollywood Way & West Alameda Avenue
12. North Hollywood Way & Riverside Drive
13. North Hollywood Way & West Olive Avenue
17. North Buena Vista Street & I-5 NB Ramps
22. North Buena Vista Street & West Victory Boulevard
23. North Buena Vista Street & Burbank Boulevard
24. North Buena Vista Street & Magnolia Boulevard
25. North Buena Vista Street & Olive Avenue
26. South Buena Vista Street & West Alameda Avenue
27. South Buena Vista Street & SR-134 WB Ramps/Riverside Drive

30. North Hollywood Way SB & North San Fernando Boulevard EB Ramps
34. San Fernando Boulevard & I-5 SB Ramps
44. I-5 SB Off-Ramp & North Front Street/E Burbank Boulevard
48. Vineland Avenue & Vanowen Street
53. Scott Road & Glenoaks Boulevard/Peyton Avenue
55. Buena Vista Street & Verdugo Avenue
56. San Fernando Road & Strathern Street EB/Clybourn Avenue
60. Olive Avenue & Pass Avenue
61. Barham Boulevard & Lakeside Plaza/Forest Lawn Drive



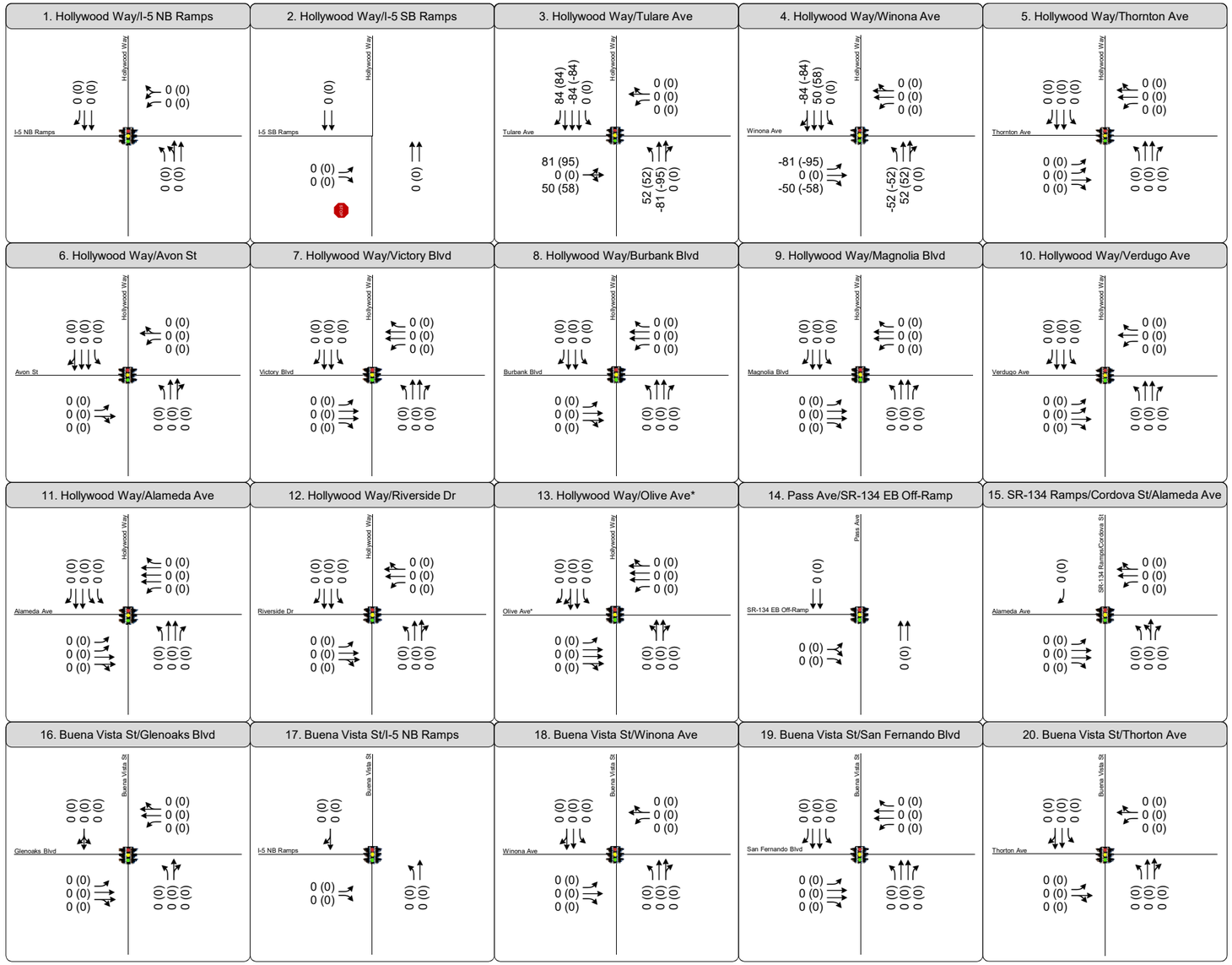
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

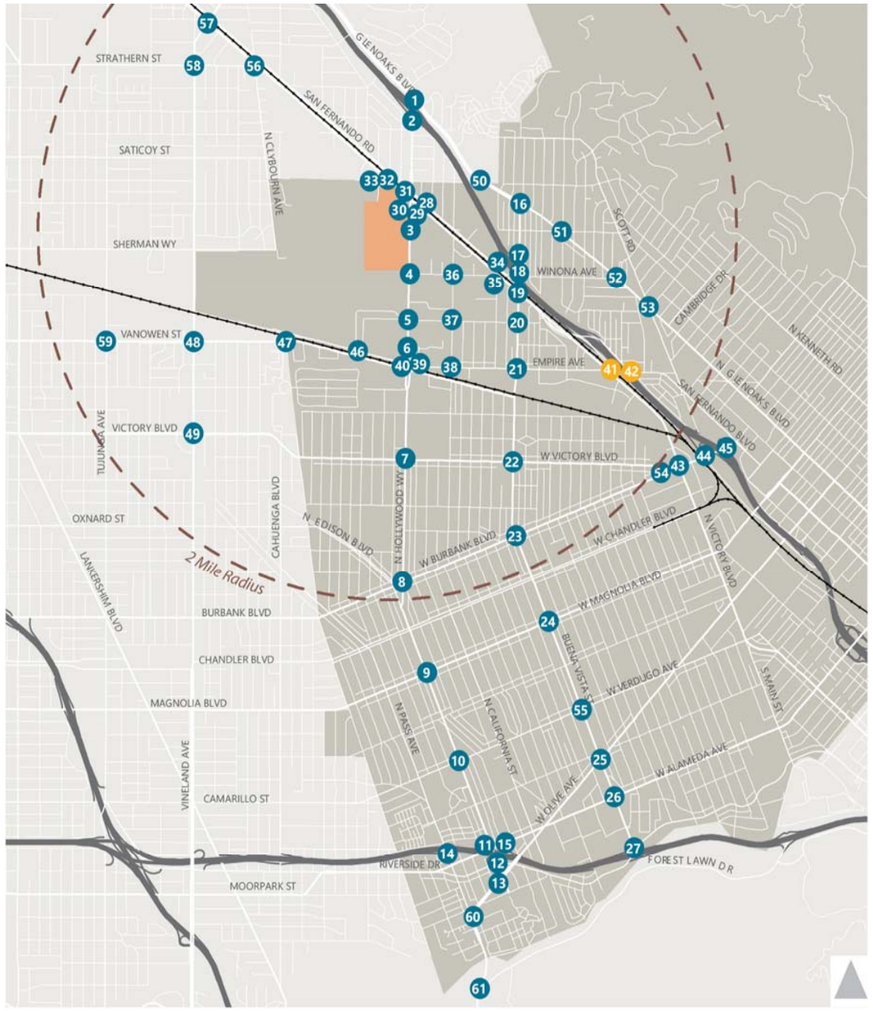


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 15

Peak Hour Traffic Volumes and Lane Configurations

Background Shifts from Tulare Avenue Connection to Airport - Weekday AM and PM



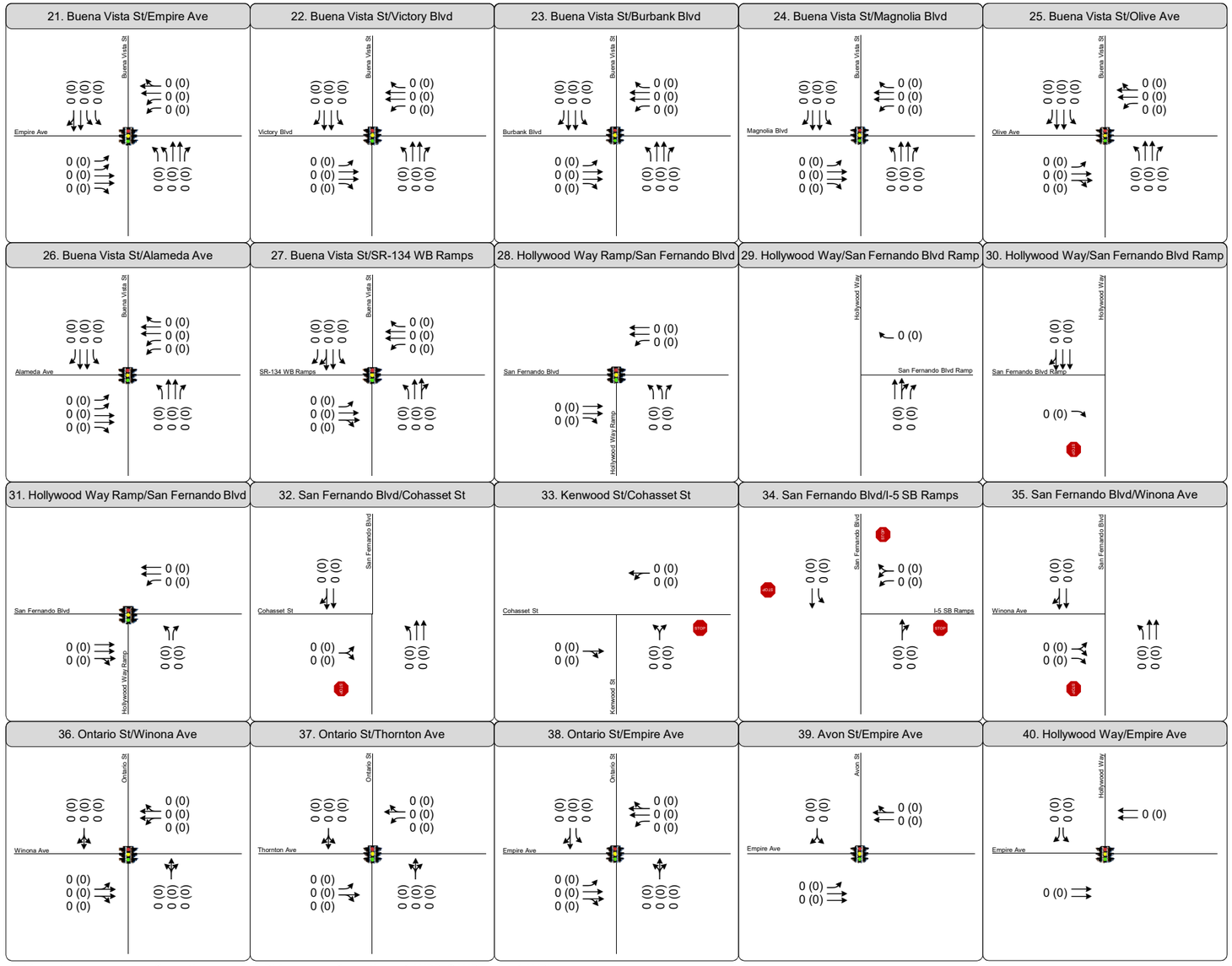
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

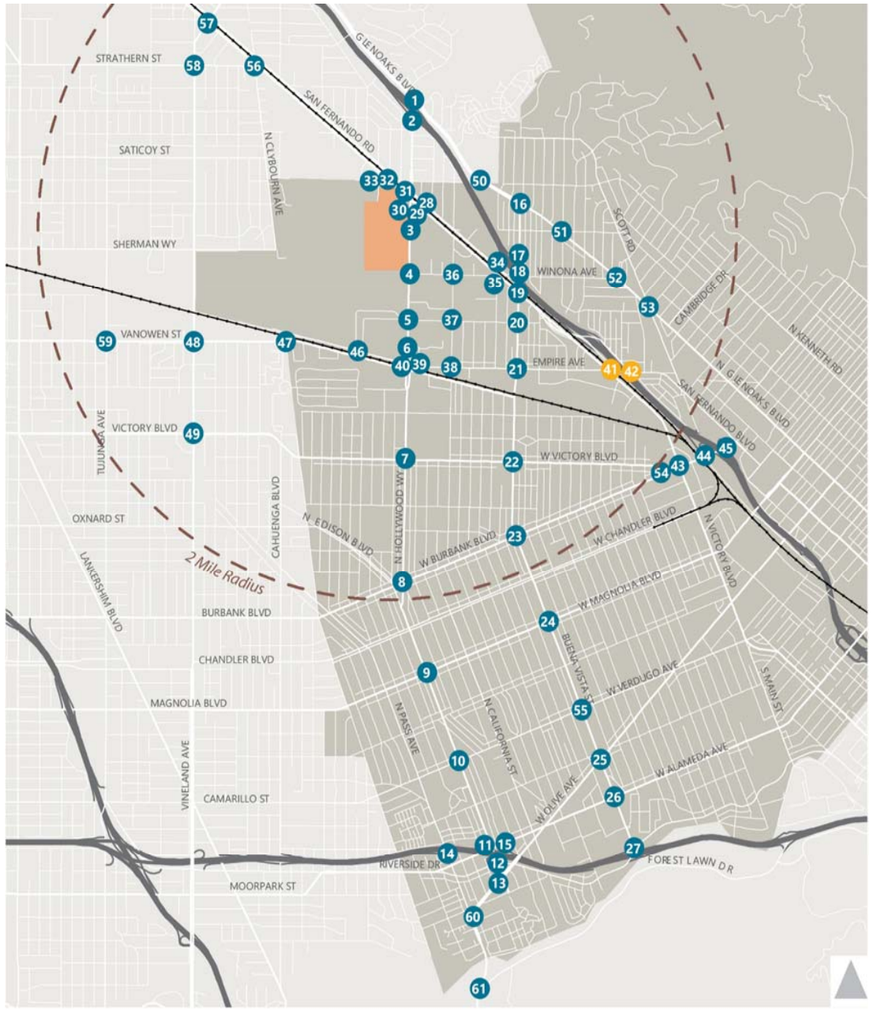


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 15

Peak Hour Traffic Volumes and Lane Configurations

Background Shifts from Tulare Avenue Connection to Airport - Weekday AM and PM



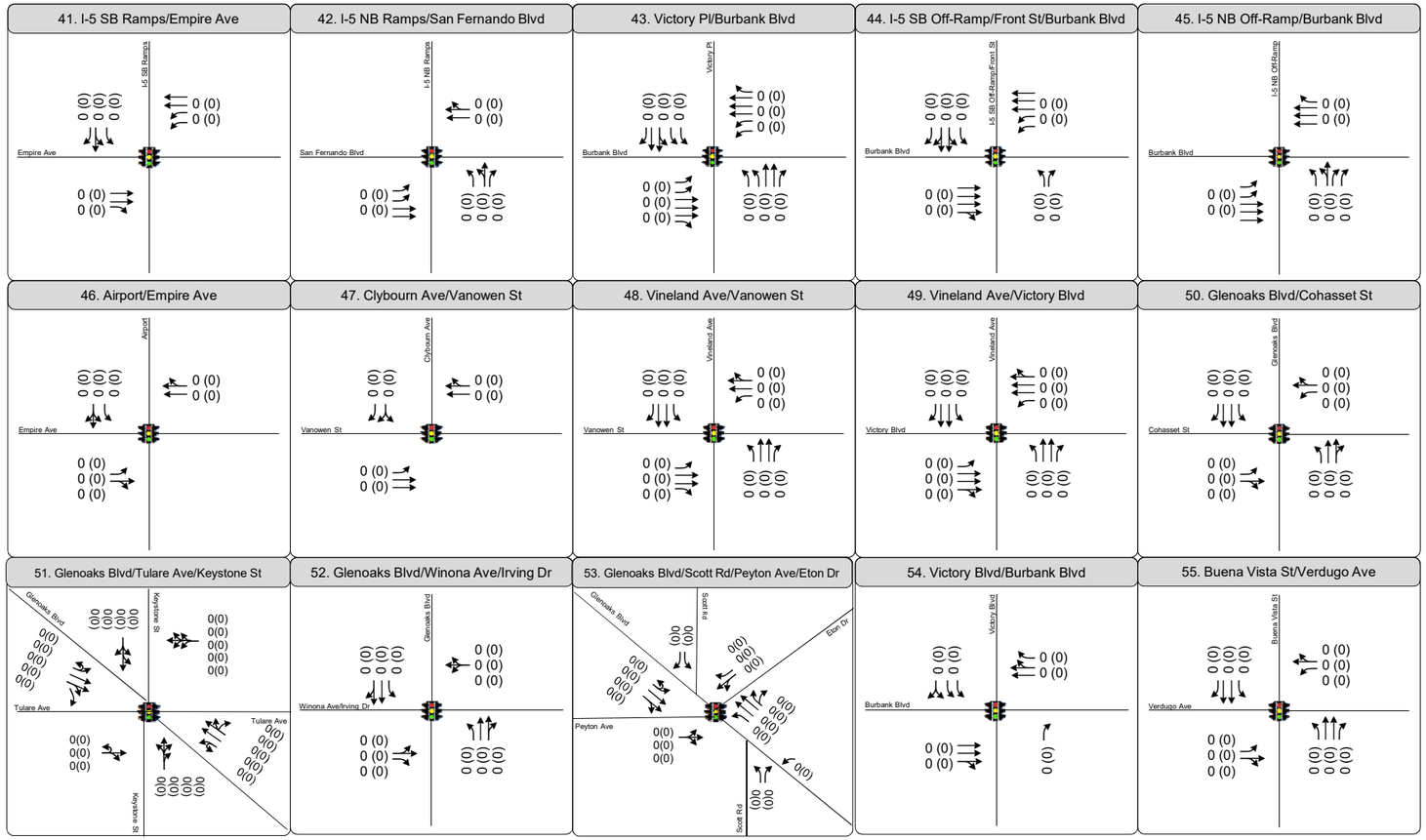
Study Intersections

Current

Future

Project Site

AM (PM) Peak Hour Traffic Volume

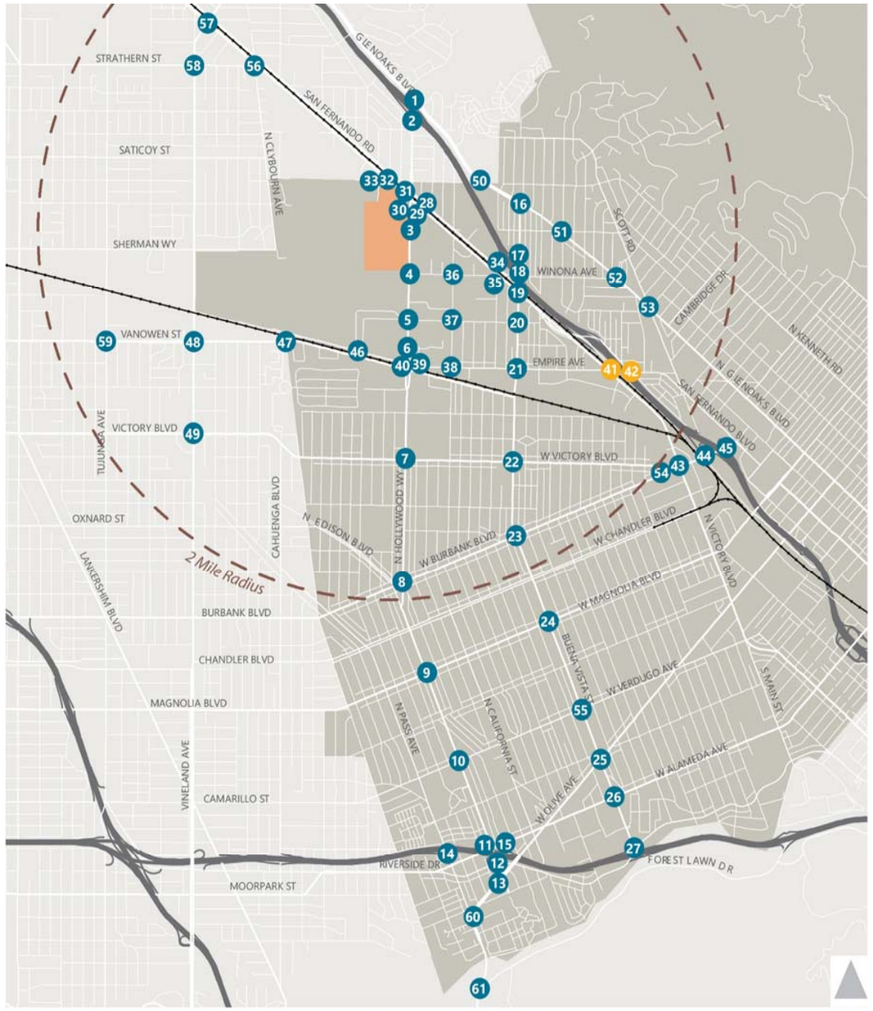


*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 15

Peak Hour Traffic Volumes and Lane Configurations

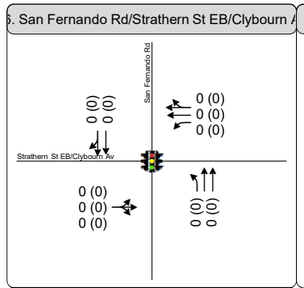
Background Shifts from Tulare Avenue Connection to Airport - Weekday AM and PM

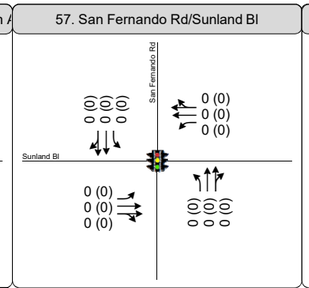


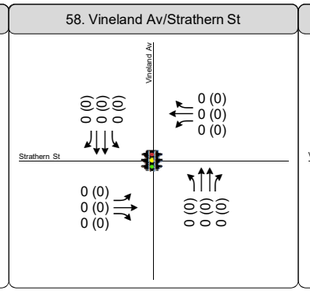
Study Intersections

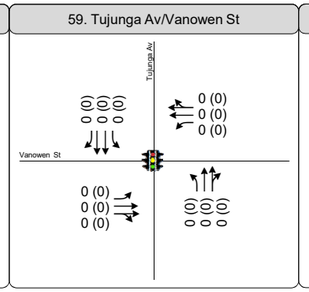
- Current
- Future
- Project Site

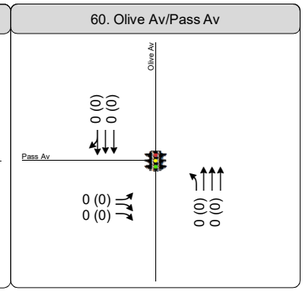
AM (PM) Peak Hour Traffic Volume











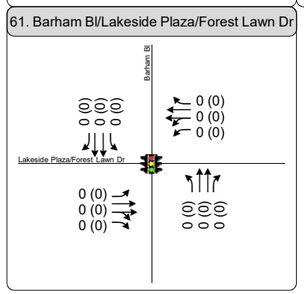


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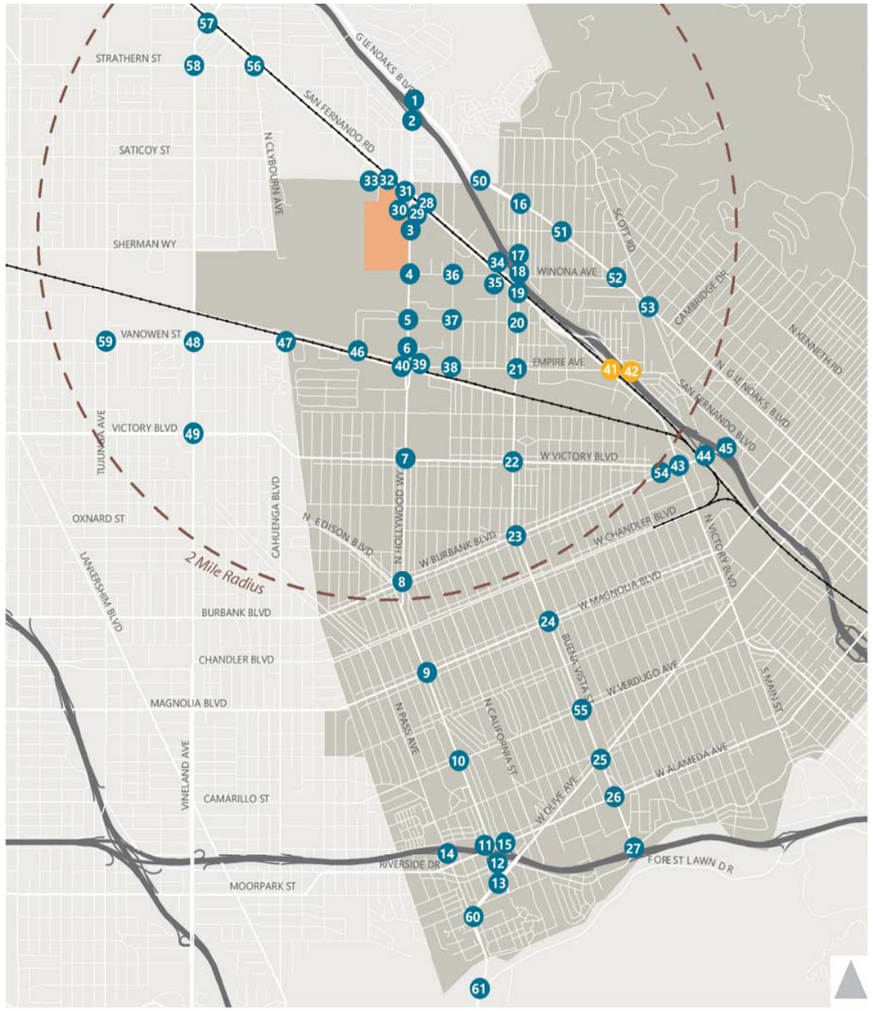
Figure 15
Peak Hour Traffic Volumes and Lane Configurations
Background Shifts from Tulare Avenue Connection to Airport - Weekday AM and PM



Study Intersections

Current

Future

Project Site

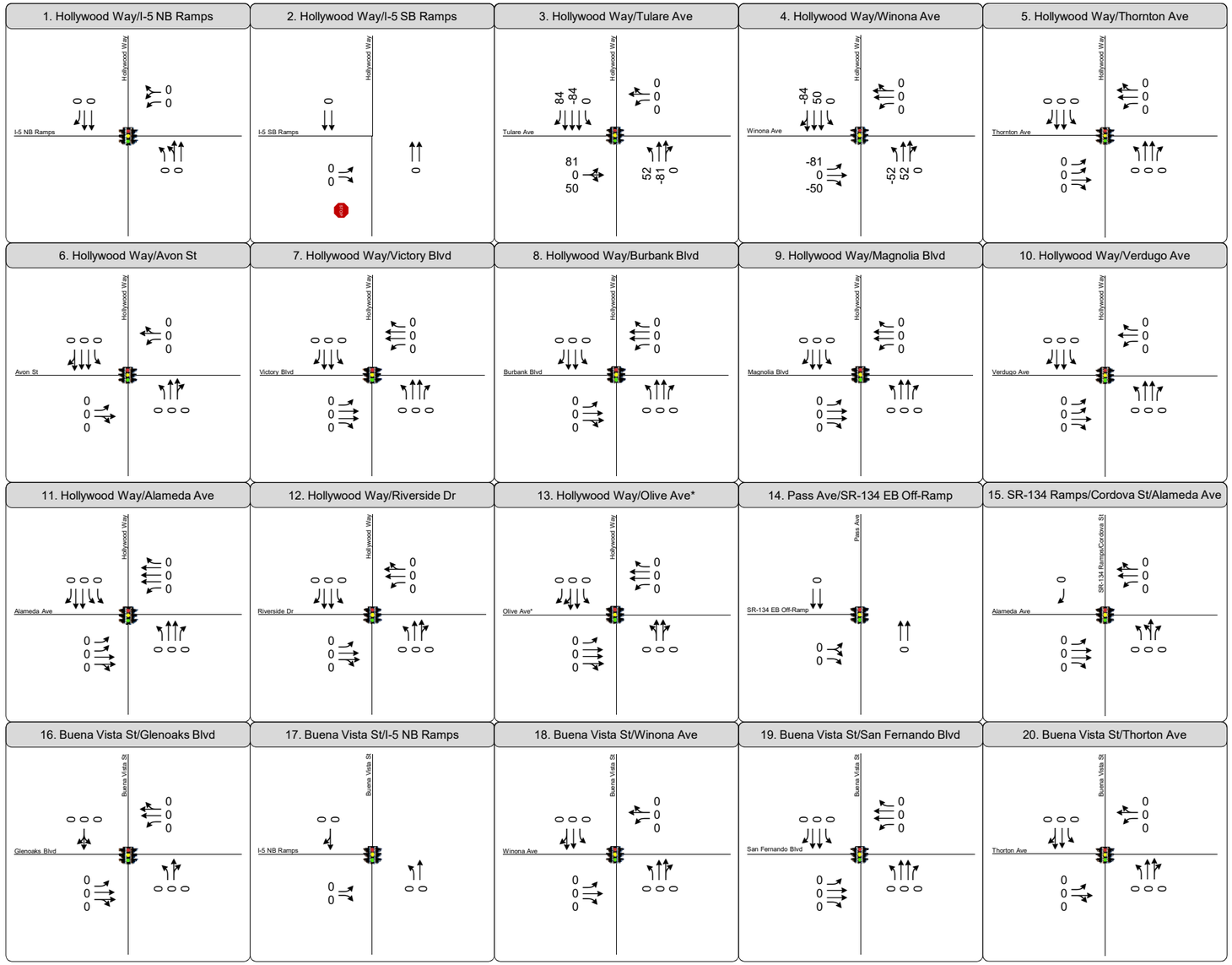
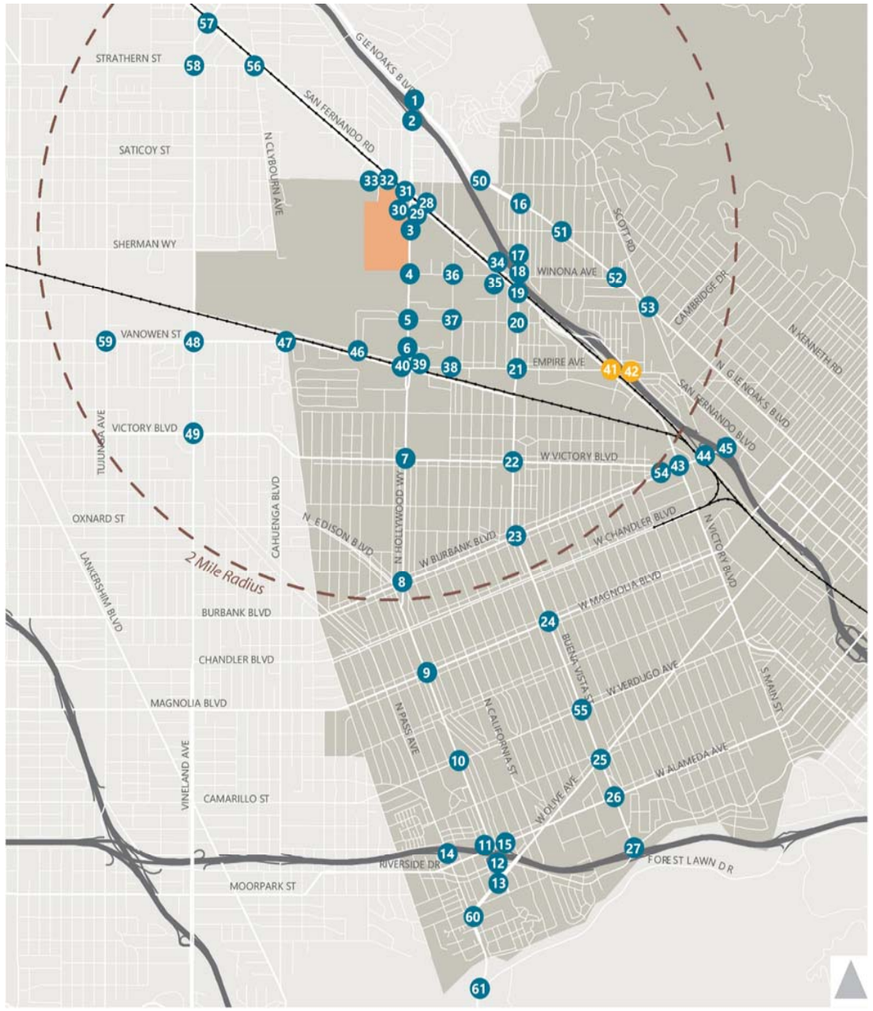


Figure 15

Peak Hour Traffic Volumes and Lane Configurations

Background Shifts from Tulare Avenue Connection to Airport - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

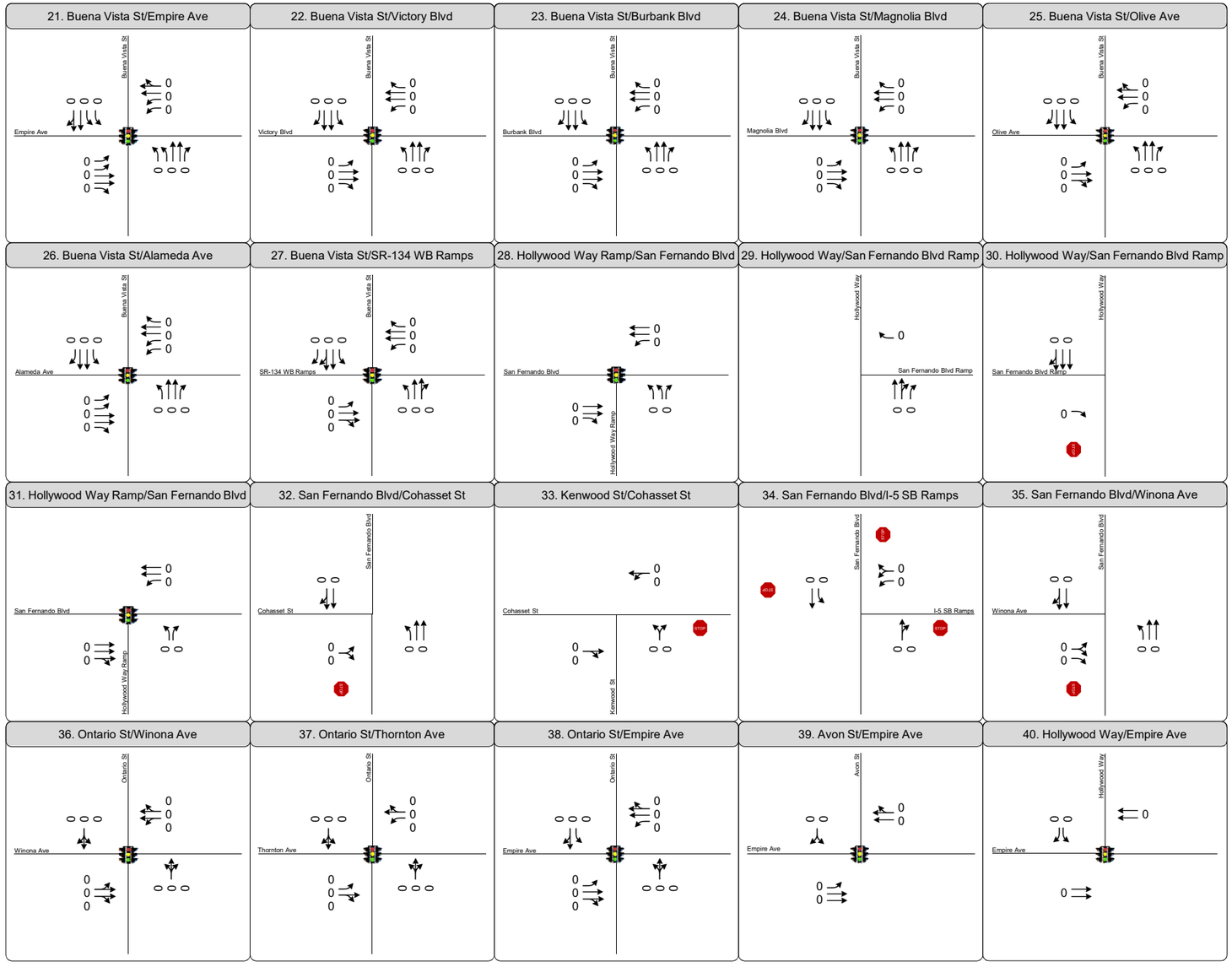
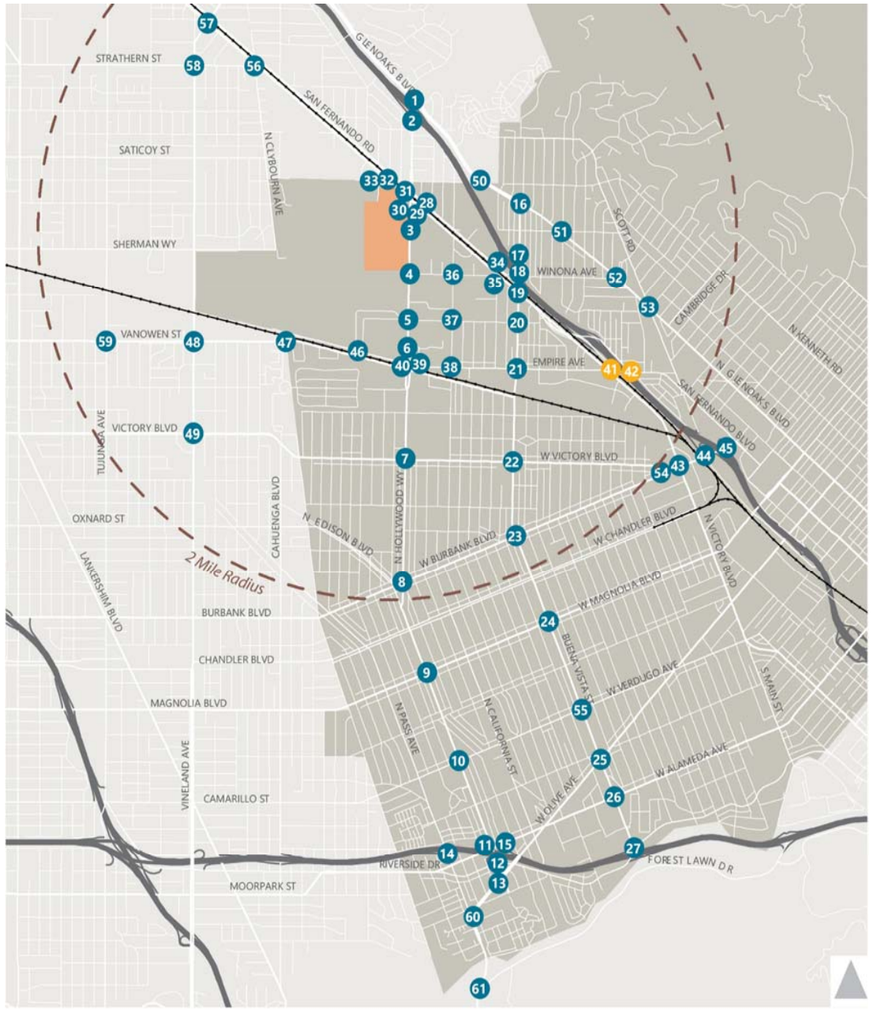


Figure 15
Peak Hour Traffic Volumes and Lane Configurations
Background Shifts from Tulare Avenue Connection to Airport - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

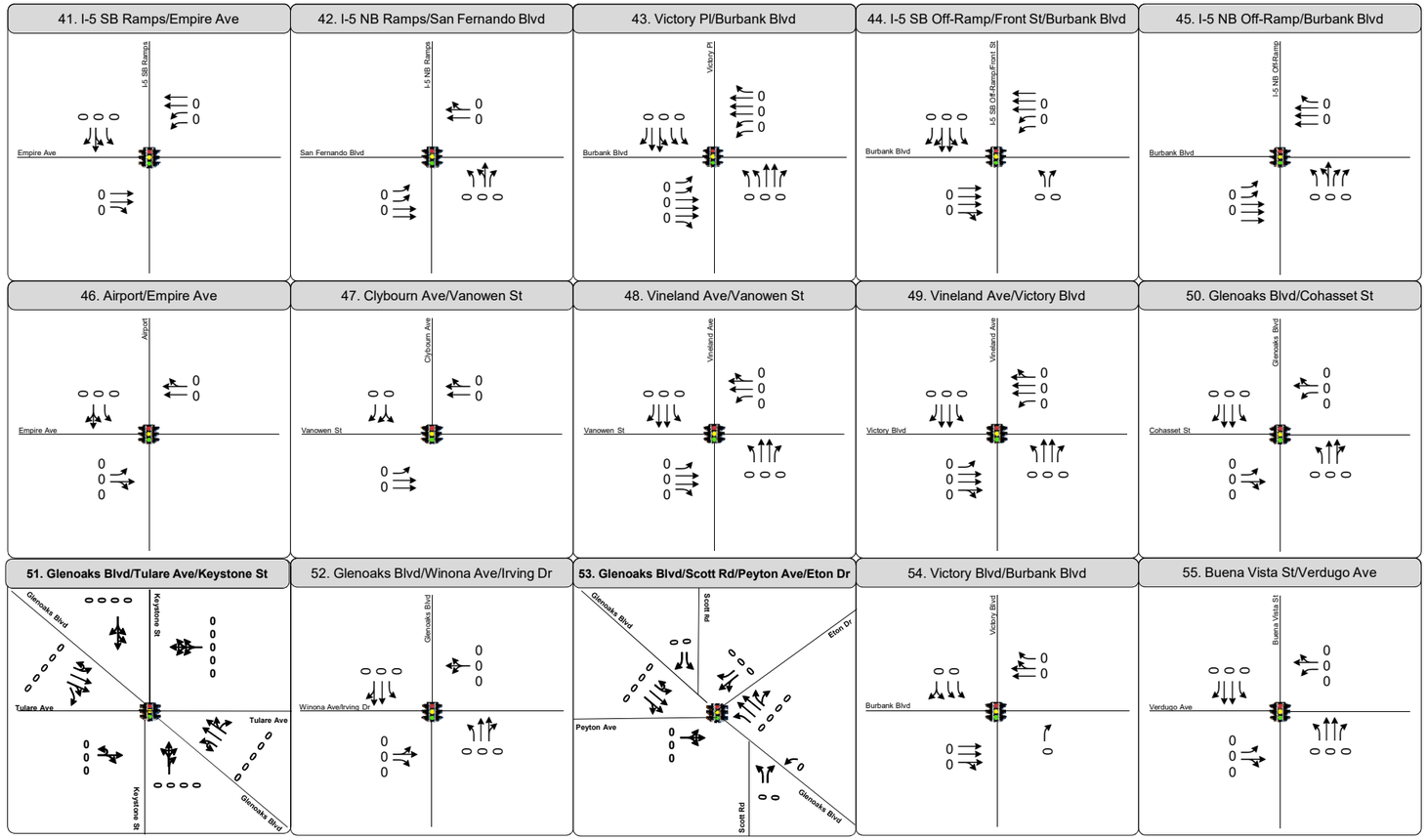
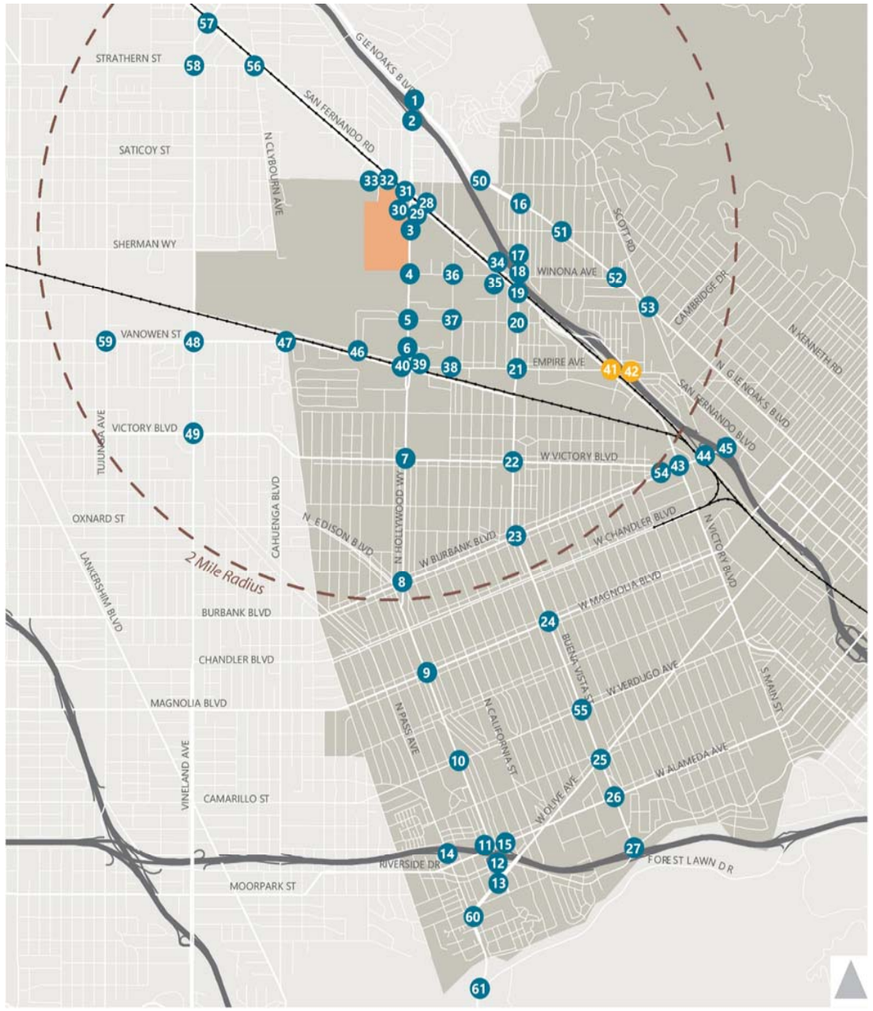


Figure 15
Peak Hour Traffic Volumes and Lane Configurations
Background Shifts from Tulare Avenue Connection to Airport - Weekend Midday



Study Intersections

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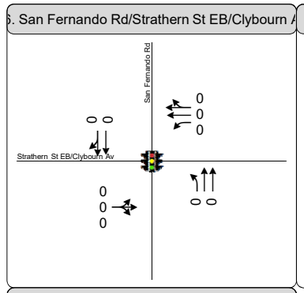
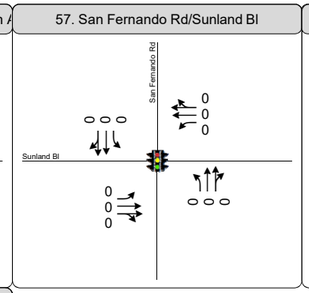
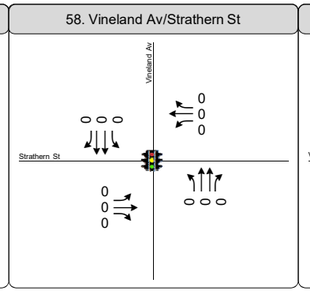
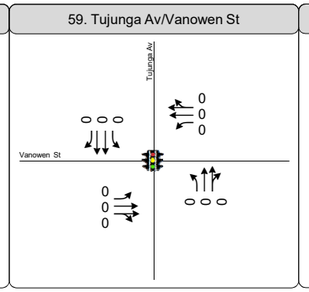
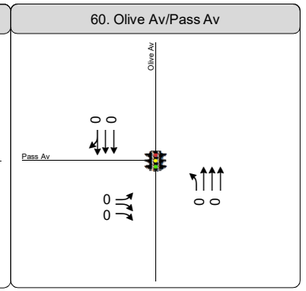
- Future
- Project Site











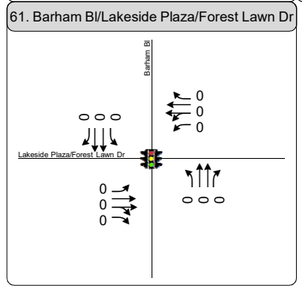
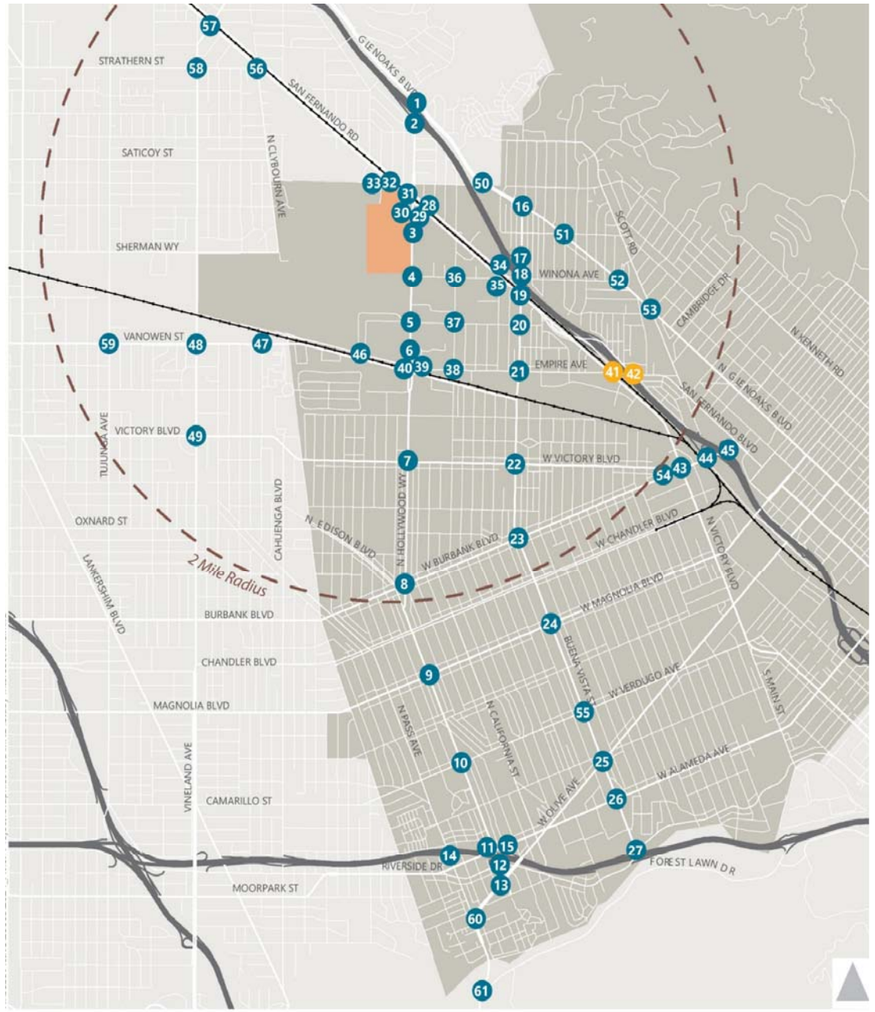


Figure 15
Peak Hour Traffic Volumes and Lane Configurations
Background Shifts from Tulare Avenue Connection to Airport - Weekend Midday



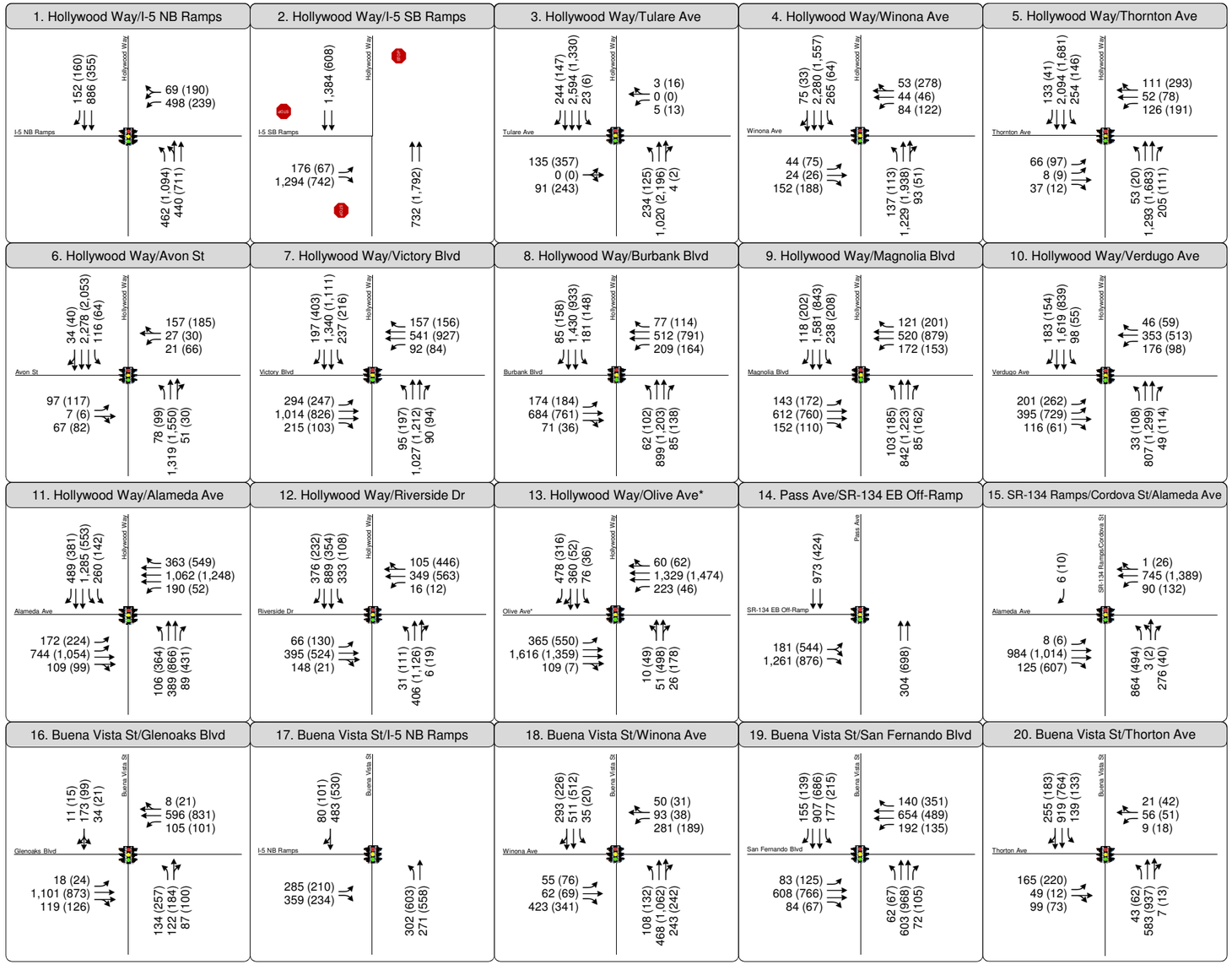
Study Intersections

Current

Future

Project Site

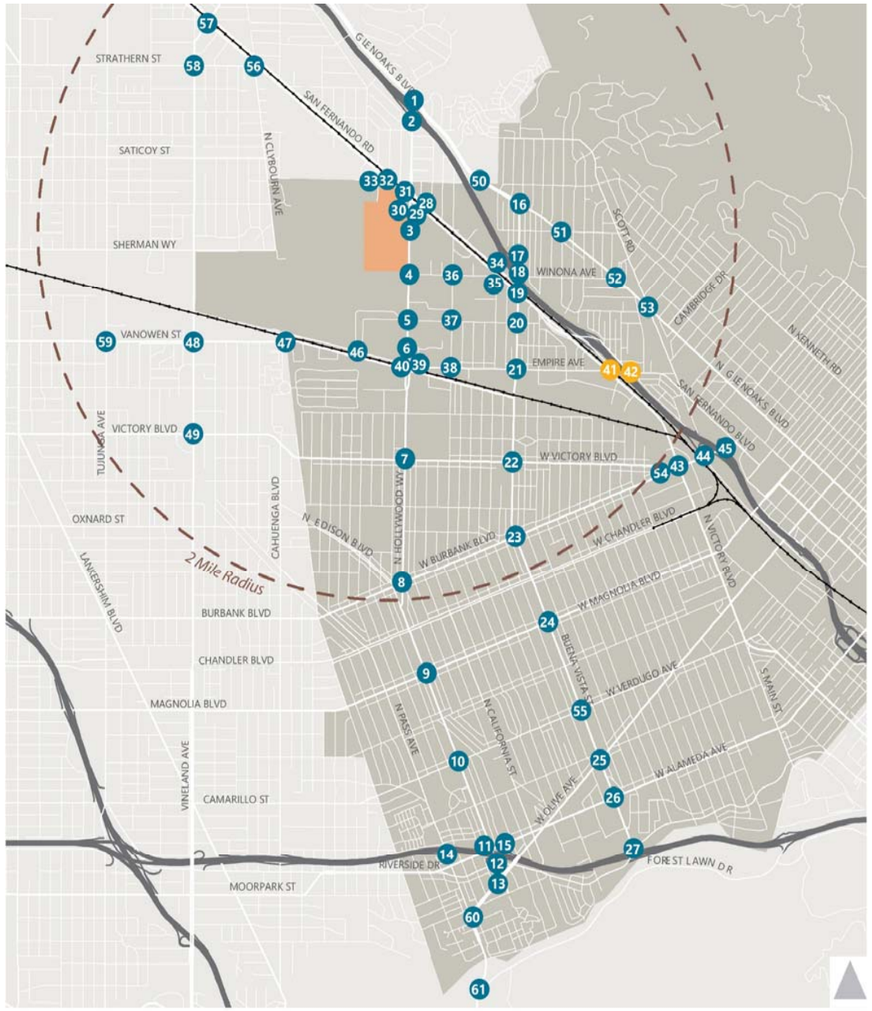
AM (PM) Peak Hour Traffic Volume



*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 16

Peak Hour Traffic Volumes and Lane Configurations
Cumulative plus Project - Weekday AM and PM



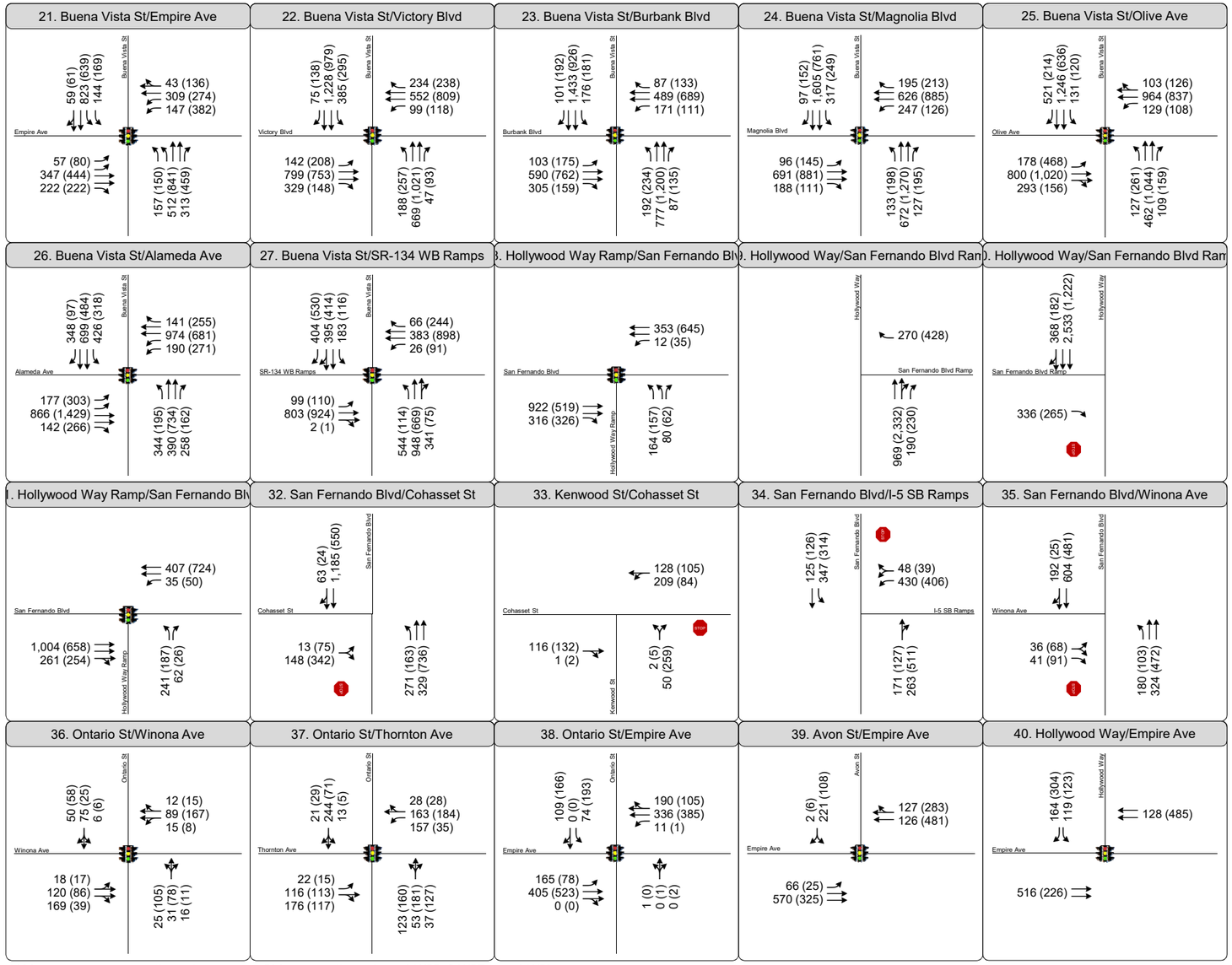
Study Intersections

Current

Future

Project Site

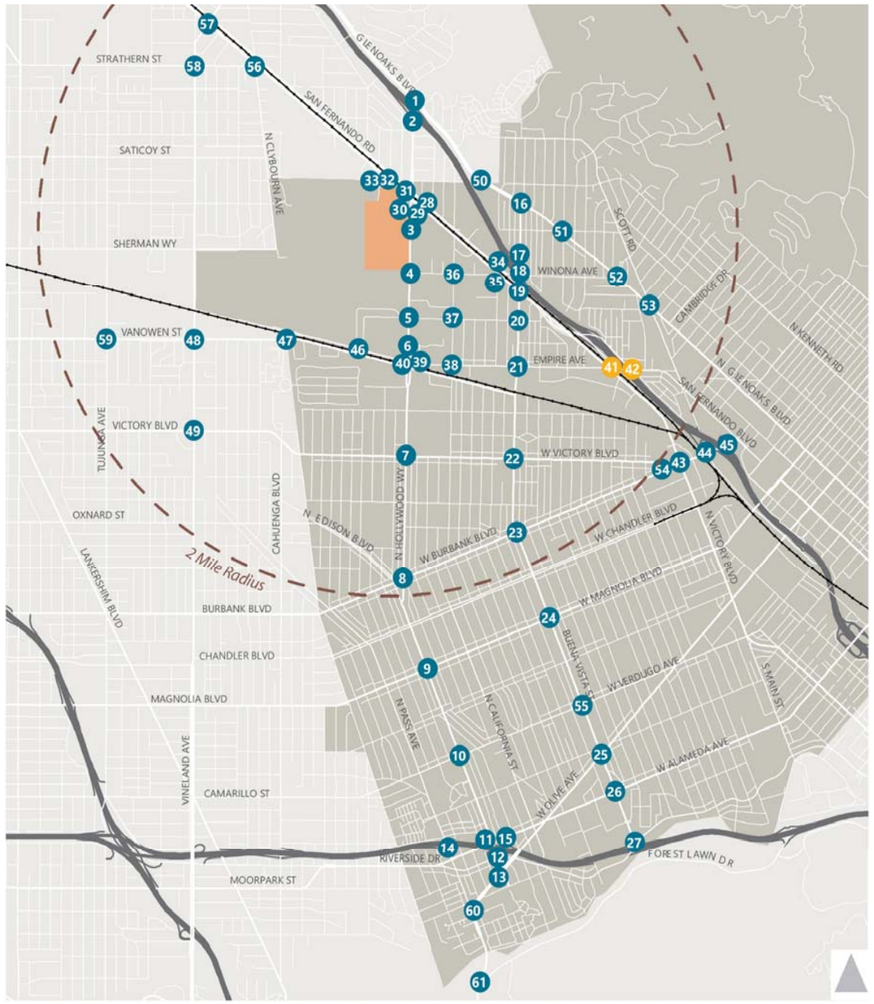
AM (PM) Peak Hour Traffic Volume



*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 16

Peak Hour Traffic Volumes and Lane Configurations
Future plus Project - Weekday AM and PM



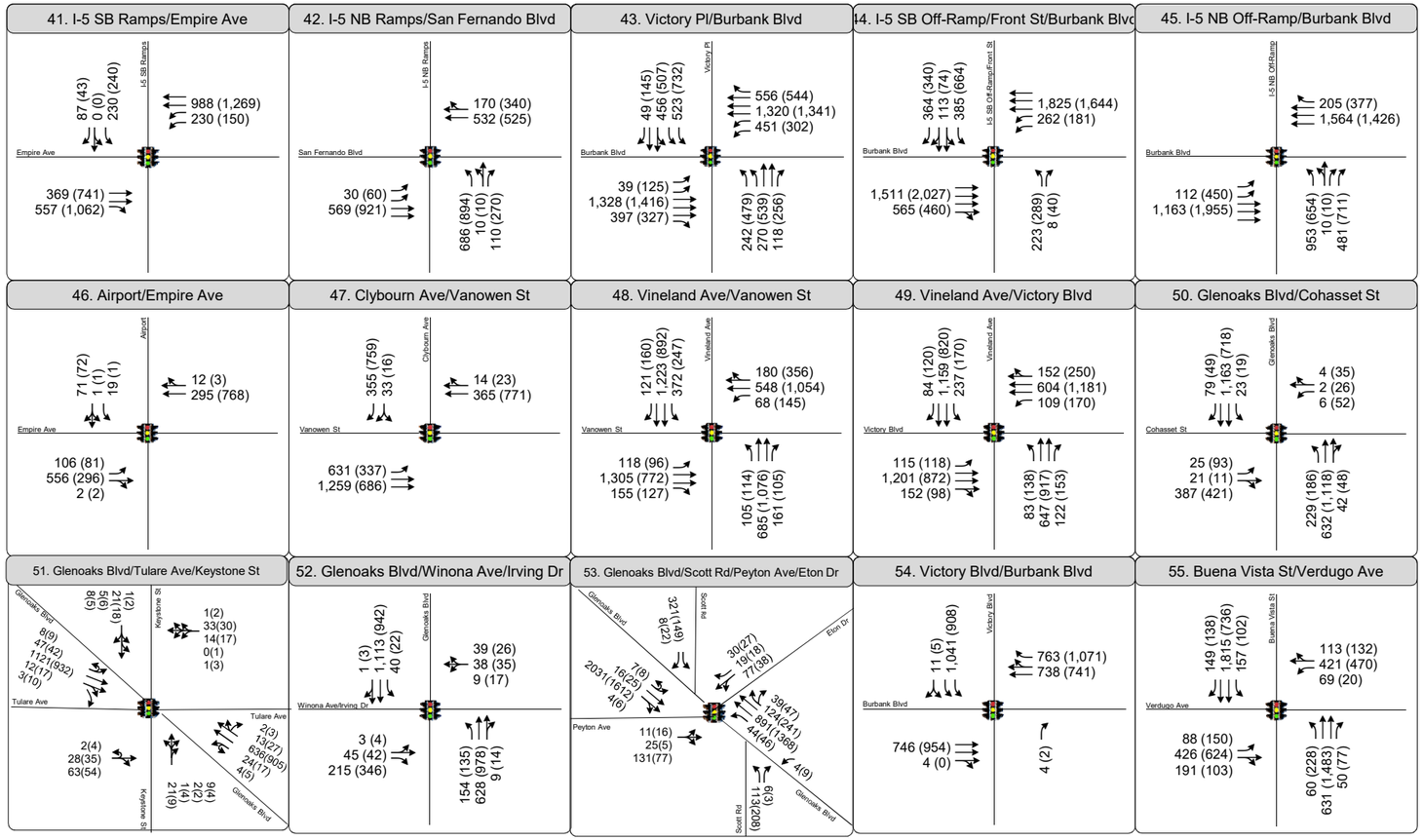
Study Intersections

Current

Future

Project Site

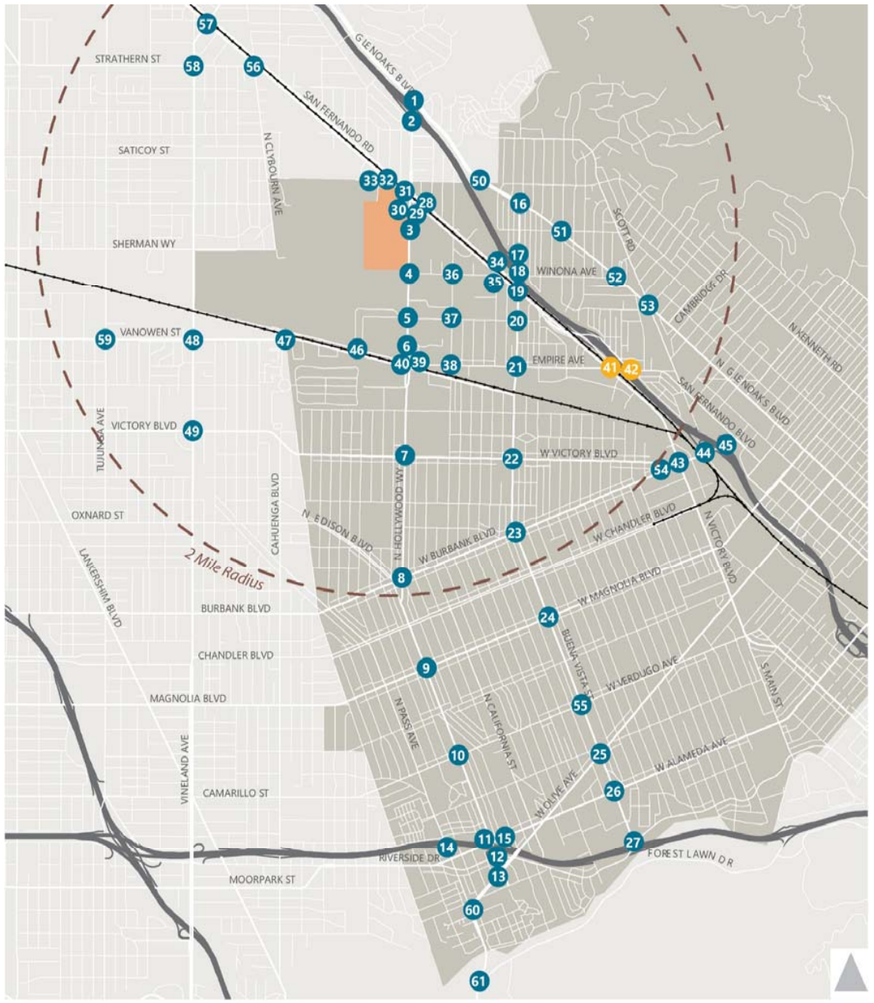
AM (PM) Peak Hour Traffic Volume



*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 16

Peak Hour Traffic Volumes and Lane Configurations
Future plus Project - Weekday AM and PM



Study Intersections

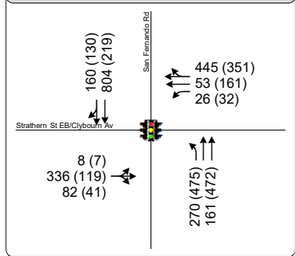
Current

Future

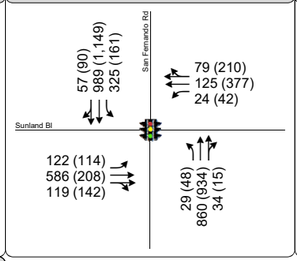
Project Site

AM (PM) Peak Hour Traffic Volume

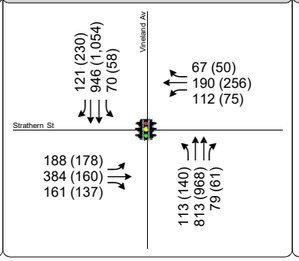
56. San Fernando Rd/Strathern St EB/Clybourn Av



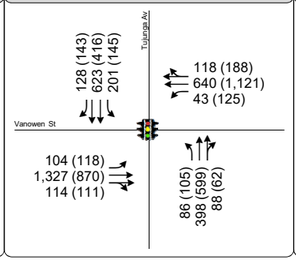
57. San Fernando Rd/Sunland Bl



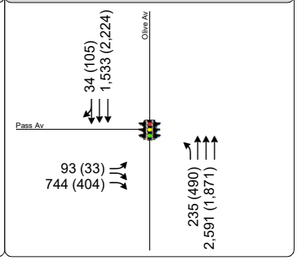
58. Vineland Av/Strathern St



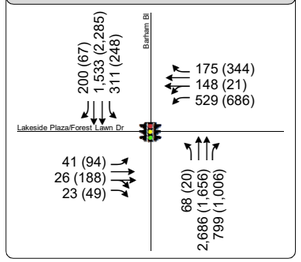
59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



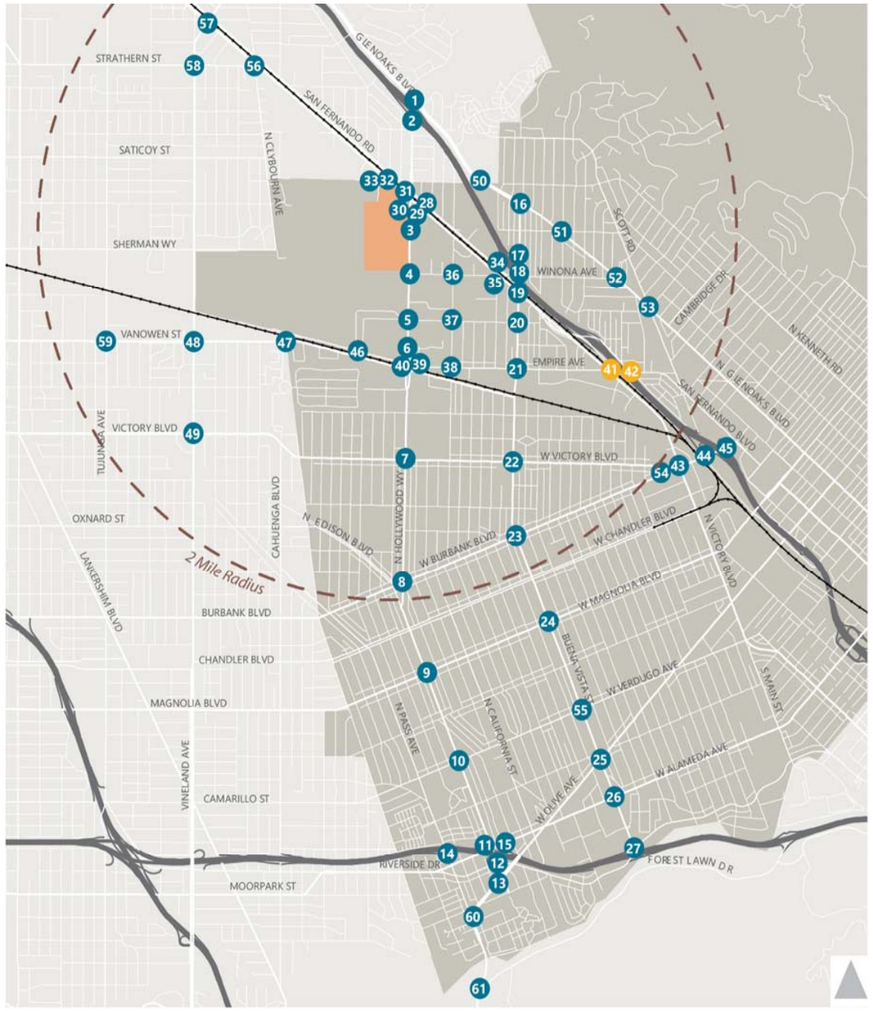
61. Barham Bl/Lakeside Plaza/Forest Lawn Dr



*AM westbound lane configurations shown. PM lane configurations: 1 WBR, 2 WBT, and 1 WBL.

Figure 16

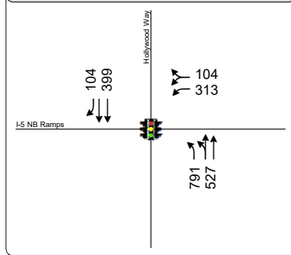
Peak Hour Traffic Volumes and Lane Configurations
Future plus Project - Weekday AM and PM



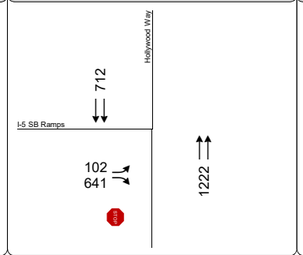
Study Intersections

- Current
- Future
- Project Site

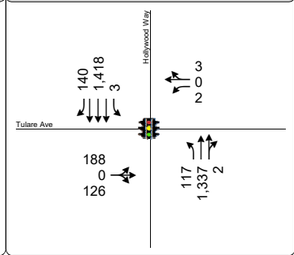
1. Hollywood Way/I-5 NB Ramps



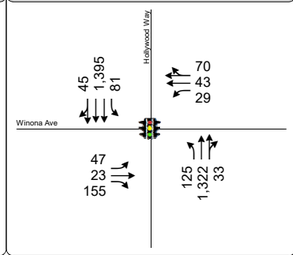
2. Hollywood Way/I-5 SB Ramps



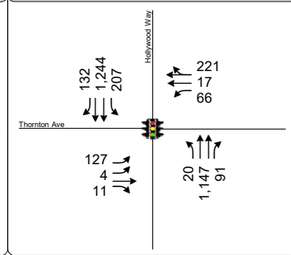
3. Hollywood Way/Tulare Ave



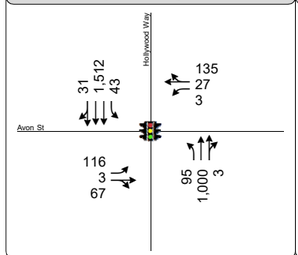
4. Hollywood Way/Winona Ave



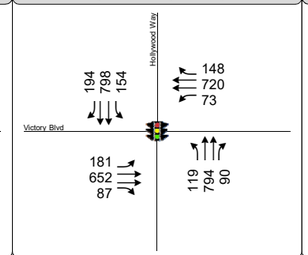
5. Hollywood Way/Thornton Ave



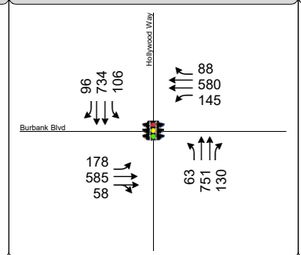
6. Hollywood Way/Avon St



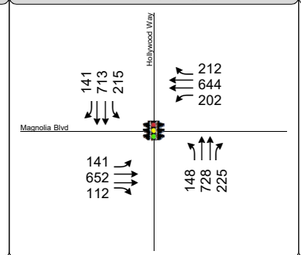
7. Hollywood Way/Victory Blvd



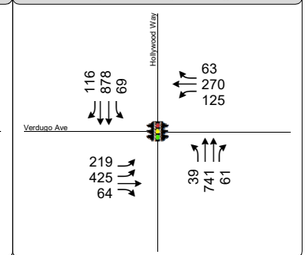
8. Hollywood Way/Burbank Blvd



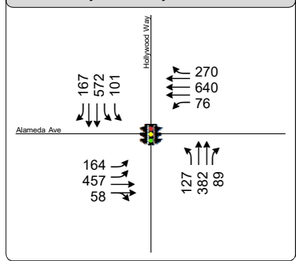
9. Hollywood Way/Magnolia Blvd



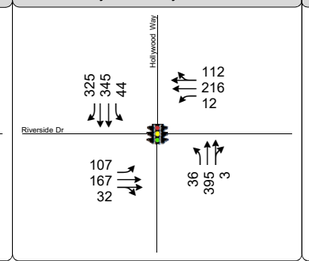
10. Hollywood Way/Verdugo Ave



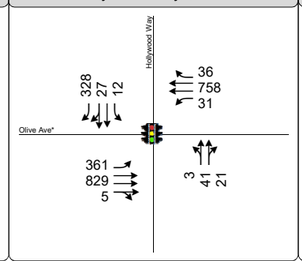
11. Hollywood Way/Alameda Ave



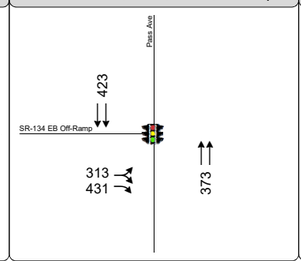
12. Hollywood Way/Riverside Dr



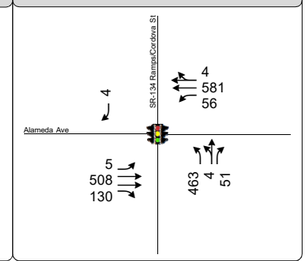
13. Hollywood Way/Olive Ave*



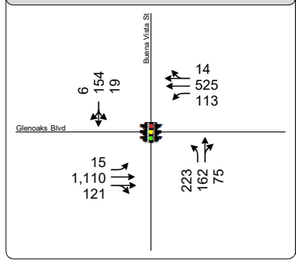
14. Pass Ave/SR-134 EB Off-Ramp



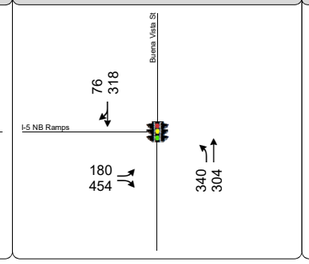
15. SR-134 Ramps/Cordova St/Alameda Ave



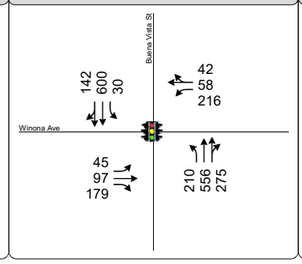
16. Buena Vista St/Glenoaks Blvd



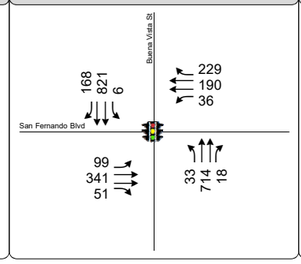
17. Buena Vista St/I-5 NB Ramps



18. Buena Vista St/Winona Ave



19. Buena Vista St/San Fernando Blvd



20. Buena Vista St/Thorton Ave

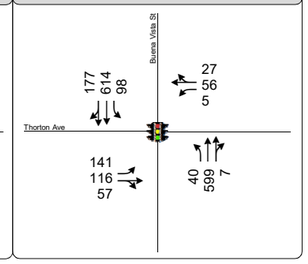
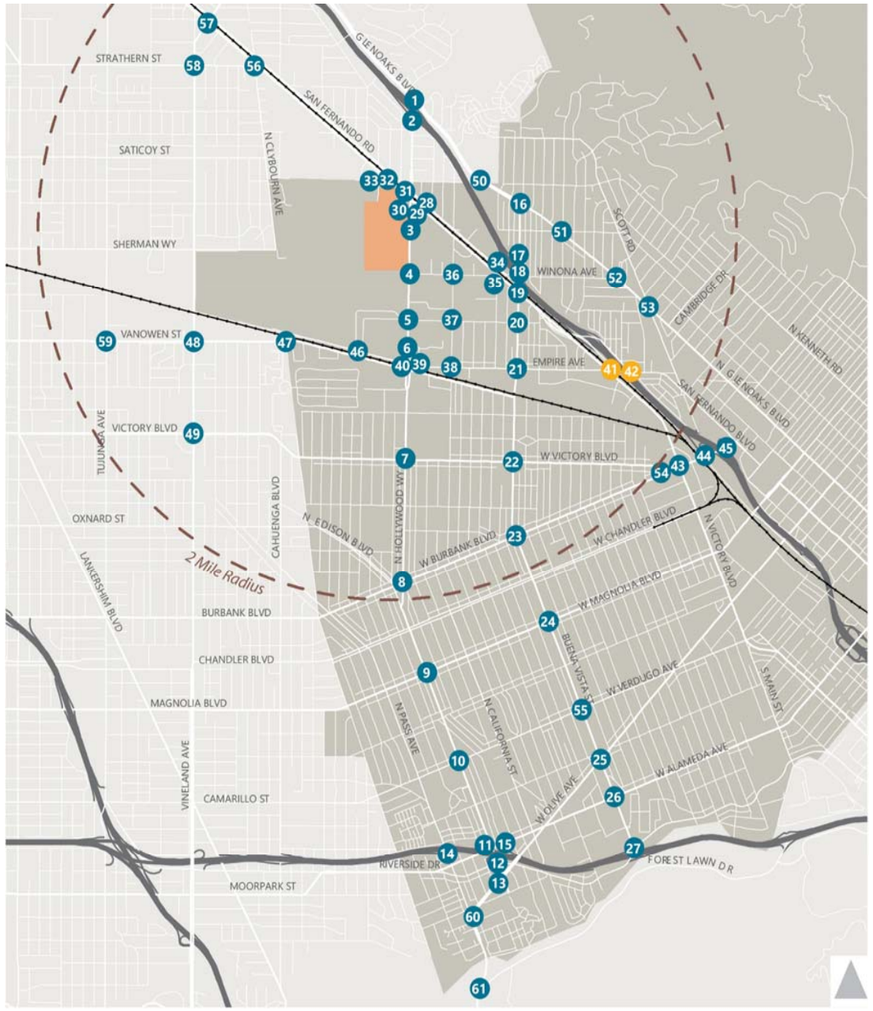


Figure 16
Peak Hour Traffic Volumes and Lane Configurations
Future plus Project - Weekend Midday



Study Intersections

- Current
- Future
- Project Site

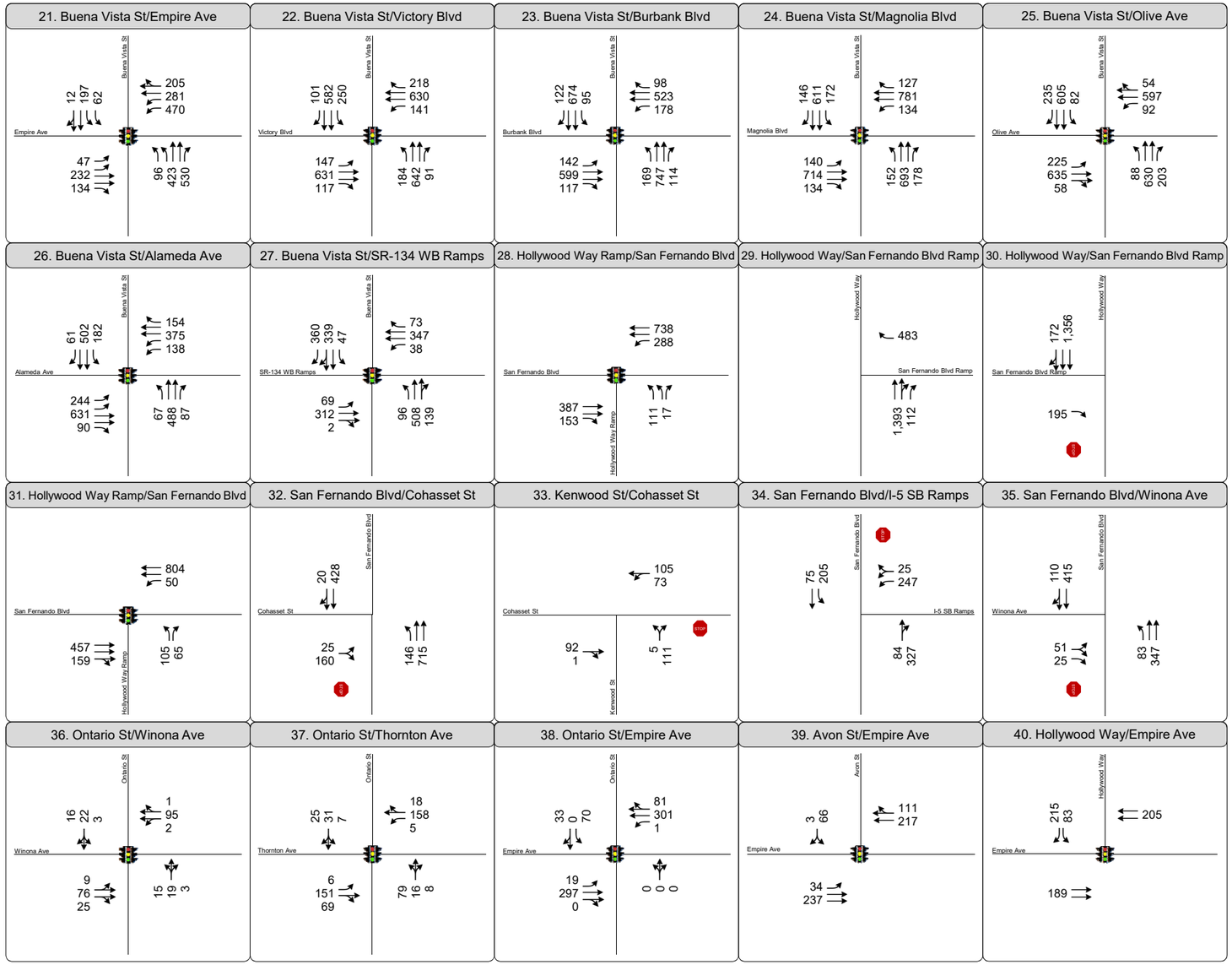
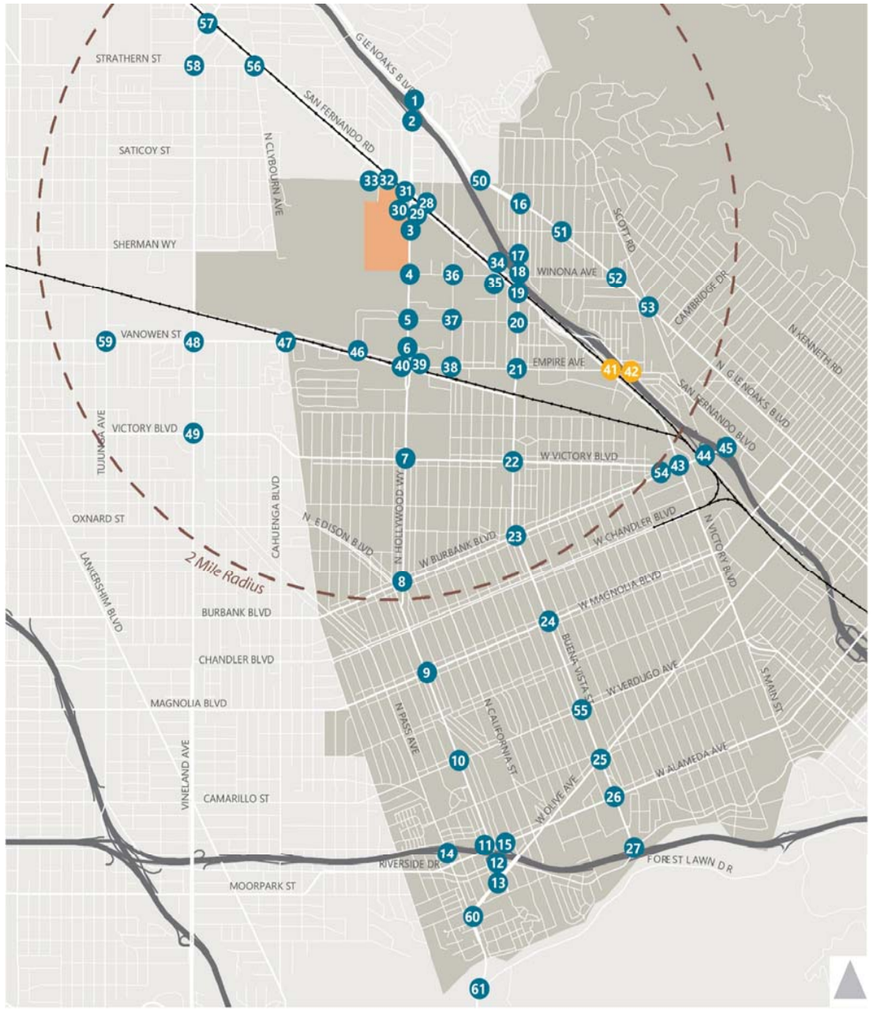


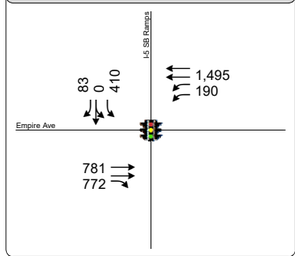
Figure 16
Peak Hour Traffic Volumes and Lane Configurations
Future plus Project - Weekend Midday



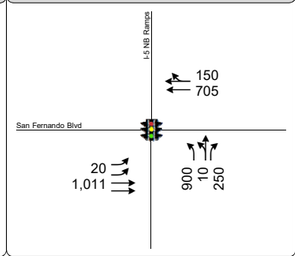
Study Intersections

- Current
- Future
- Project Site

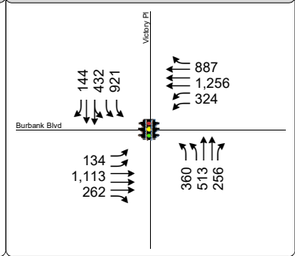
41. I-5 SB Ramps/Empire Ave



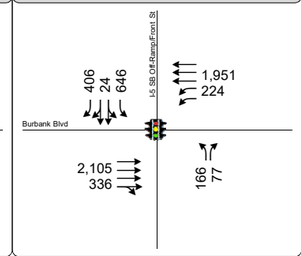
42. I-5 NB Ramps/San Fernando Blvd



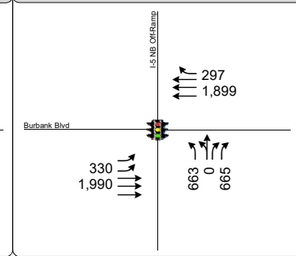
43. Victory Pl/Burbank Blvd



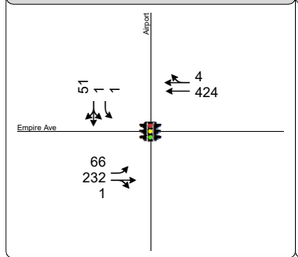
44. I-5 SB Off-Ramp/Front St/Burbank Blvd



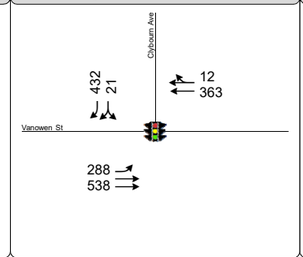
45. I-5 NB Off-Ramp/Burbank Blvd



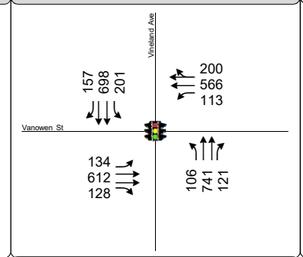
46. Airport/Empire Ave



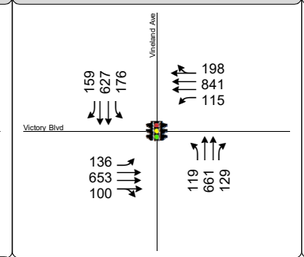
47. Clybourn Ave/Vanowen St



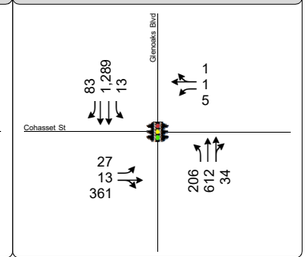
48. Vineland Ave/Vanowen St



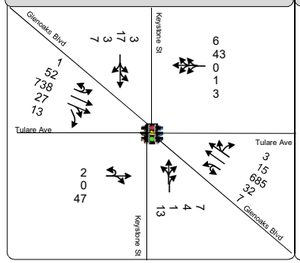
49. Vineland Ave/Victory Blvd



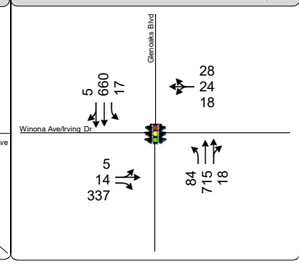
50. Glenoaks Blvd/Cohasset St



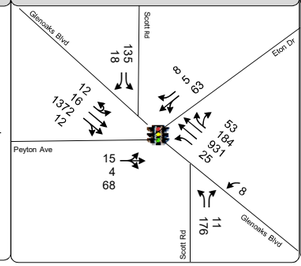
51. Glenoaks Blvd/Tulare Ave/Keystone St



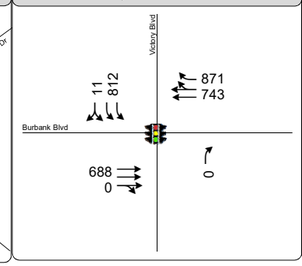
52. Glenoaks Blvd/Winona Ave/Irving Dr



53. Glenoaks Blvd/Scott Rd/Peyton Ave/Eton Dr



54. Victory Blvd/Burbank Blvd



55. Buena Vista St/Verdugo Ave

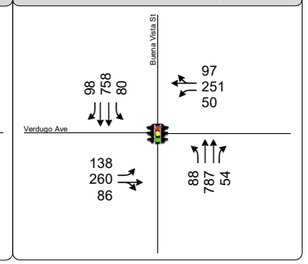
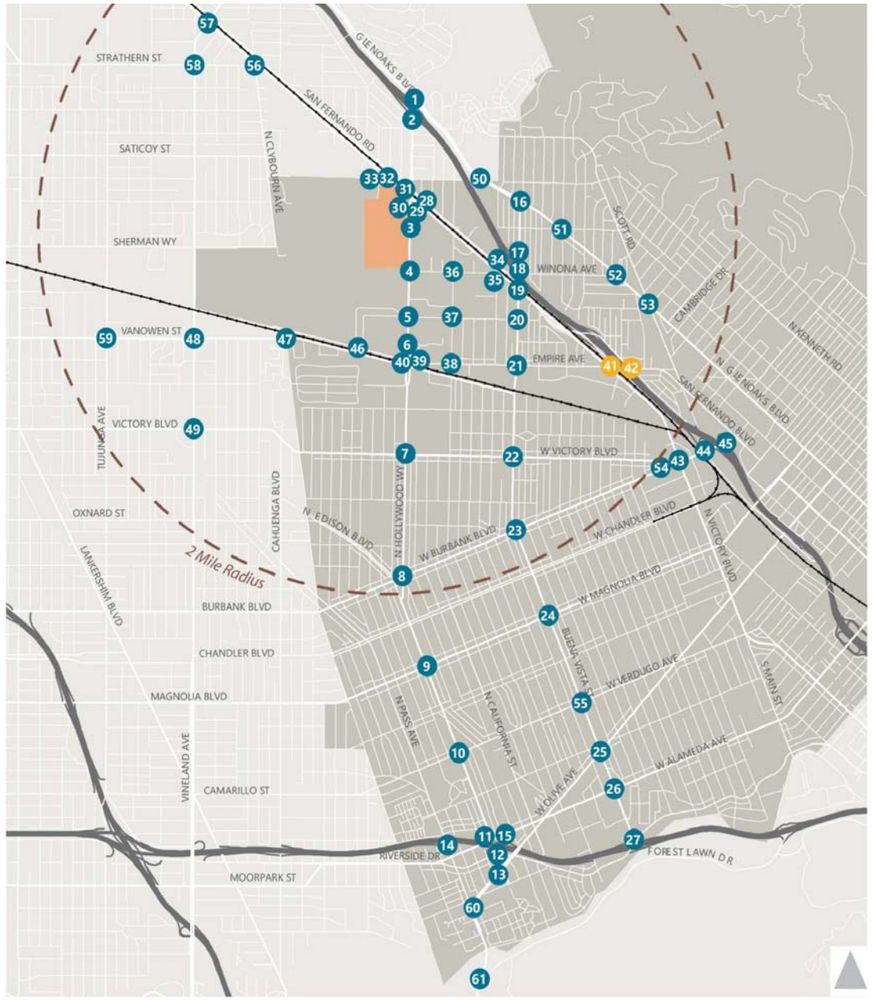


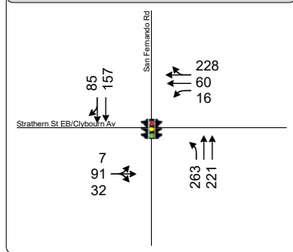
Figure 16
Peak Hour Traffic Volumes and Lane Configurations
Future plus Project - Weekend Midday



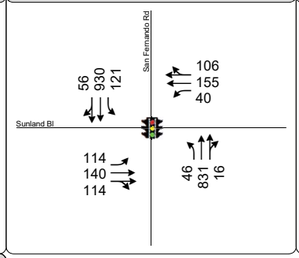
Study Intersections

- Current
- Future
- Project Site

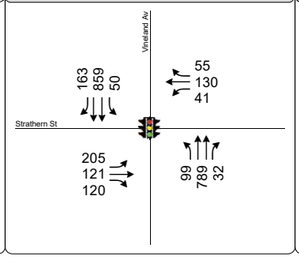
56. San Fernando Rd/Strathern St EB/Clybourn Av



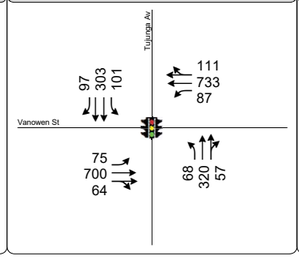
57. San Fernando Rd/Sunland Bl



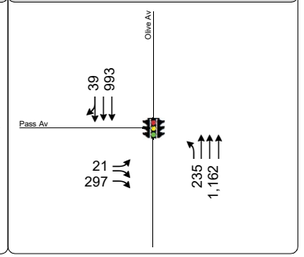
58. Vineland Av/Strathern St



59. Tujunga Av/Vanowen St



60. Olive Av/Pass Av



61. Barham Bl/Lakeside Plaza/Forest Lawn Dr

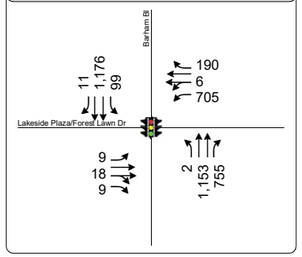


Figure 16
Peak Hour Traffic Volumes and Lane Configurations
Future plus Project - Weekend Midday

TABLE 11
FUTURE PLUS PROJECT LEVEL OF SERVICE ANALYSIS SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Future (2024)		Future (2024) + Project		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Significant?
1	N Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.574	A	0.621	B	0.048	No
			PM	0.544	A	0.598	A	0.055	No
			WKEND	0.465	A	0.495	A	0.030	No
3	N Hollywood Way & Tulare Ave	Burbank	AM	0.575	A	0.869	D	0.294	**Yes**
			PM	0.752	C	1.123	F	0.371	**Yes**
			WKEND	0.461	A	0.646	B	0.185	No
4	N Hollywood Way & Winona Ave	Burbank	AM	0.860	D	0.799	C	-0.061	No
			PM	0.976	E	0.971	E	-0.005	No
			WKEND	0.632	B	0.648	B	0.016	No
5	N Hollywood Way & Thornton Ave	Burbank	AM	0.878	D	0.901	E	0.023	**Yes**
			PM	0.914	E	0.951	E	0.037	**Yes**
			WKEND	0.731	C	0.764	C	0.033	No
6	N Hollywood Way & N Avon St	Burbank	AM	0.698	B	0.777	C	0.079	*Affected*
			PM	0.768	C	0.816	D	0.048	**Yes**
			WKEND	0.559	A	0.610	B	0.051	No
7	N Hollywood Way & W Victory Blvd	Burbank	AM	0.962	E	0.973	E	0.011	**Yes**
			PM	1.060	F	1.093	F	0.033	**Yes**
			WKEND	0.751	C	0.779	C	0.028	No
8	N Hollywood Way & Burbank Blvd	Burbank	AM	0.964	E	0.972	E	0.008	No
			PM	0.928	E	0.948	E	0.020	**Yes**
			WKEND	0.663	B	0.677	B	0.014	No
9	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.971	E	0.978	E	0.007	No
			PM	1.003	F	1.020	F	0.017	**Yes**
			WKEND	0.779	C	0.789	C	0.010	No
10	N Hollywood Way & Verdugo Ave	Burbank	AM	0.887	D	0.899	D	0.012	No
			PM	0.977	E	0.986	E	0.009	No
			WKEND	0.611	B	0.621	B	0.010	No
11	N Hollywood Way & W Alameda Ave	Burbank	AM	0.971	E	0.973	E	0.002	No
			PM	0.914	E	0.936	E	0.022	**Yes**
			WKEND	0.538	A	0.551	A	0.013	No
12	N Hollywood Way & Riverside Dr	Burbank	AM	0.567	A	0.572	A	0.005	No
			PM	0.903	E	0.905	E	0.002	No
			WKEND	0.430	A	0.435	A	0.005	No
13	N Hollywood Way & W Olive Ave	Burbank	AM	0.769	C	0.780	C	0.011	No
			PM	1.155	F	1.160	F	0.005	No
			WKEND	0.629	B	0.635	B	0.006	No
14	Pass Ave & SR-134 EB Off-Ramp	Burbank/Caltrans	AM	0.877	D	0.892	D	0.015	No
			PM	0.768	C	0.774	C	0.006	No
			WKEND	0.420	A	0.425	A	0.005	No
15	SR-134 Ramps/N Cordova St & W Alameda Ave	Burbank/Caltrans	AM	0.749	C	0.755	C	0.006	No
			PM	0.704	C	0.706	C	0.002	No
			WKEND	0.402	A	0.404	A	0.002	No
16	N Buena Vista St & N Glenoaks Blvd	Burbank	AM	0.738	C	0.739	C	0.001	No
			PM	0.680	B	0.687	B	0.007	No
			WKEND	0.780	C	0.783	C	0.003	No
17	N Buena Vista St & I-5 NB Ramps	Burbank/Caltrans	AM	0.848	D	0.859	D	0.011	No
			PM	1.026	F	1.030	F	0.004	No
			WKEND	0.830	D	0.834	D	0.004	No
18	N Buena Vista St & Winona Ave	Burbank	AM	0.794	C	0.804	D	0.010	No
			PM	0.773	C	0.778	C	0.005	No
			WKEND	0.644	B	0.650	B	0.006	No
19	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.705	C	0.721	C	0.016	No
			PM	0.841	D	0.868	D	0.027	**Yes**
			WKEND	0.540	A	0.546	A	0.006	No
20	N Buena Vista St & Thornton Ave	Burbank	AM	0.569	A	0.570	A	0.001	No
			PM	0.600	B	0.602	B	0.002	No
			WKEND	0.429	A	0.431	A	0.002	No
21	N Buena Vista St & W Empire Ave	Burbank	AM	0.586	A	0.592	A	0.006	No
			PM	0.666	B	0.674	B	0.008	No
			WKEND	0.495	A	0.498	A	0.003	No
22	N Buena Vista St & W Victory Blvd	Burbank	AM	0.924	E	0.927	E	0.003	No
			PM	1.007	F	1.011	F	0.004	No
			WKEND	0.733	C	0.737	C	0.004	No
23	N Buena Vista St & Burbank Blvd	Burbank	AM	0.985	E	0.987	E	0.002	No
			PM	0.924	E	0.927	E	0.003	No
			WKEND	0.697	B	0.701	C	0.004	No
24	N Buena Vista St & Magnolia Blvd	Burbank	AM	1.088	F	1.089	F	0.001	No
			PM	1.046	F	1.049	F	0.003	No
			WKEND	0.745	C	0.748	C	0.003	No
25	N Buena Vista St & W Olive Ave	Burbank	AM	1.040	F	1.042	F	0.002	No
			PM	1.132	F	1.135	F	0.003	No
			WKEND	0.673	B	0.676	B	0.003	No

TABLE 11
FUTURE PLUS PROJECT LEVEL OF SERVICE ANALYSIS SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Future (2024)		Future (2024) + Project		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Significant?
26	S Buena Vista St & W Alameda Ave	Burbank	AM	0.910	E	0.911	E	0.001	No
			PM	1.101	F	1.104	F	0.003	No
			WKEND	0.580	A	0.583	A	0.003	No
27	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.974	E	0.984	E	0.010	**Yes**
			PM	0.909	E	0.919	E	0.010	**Yes**
			WKEND	0.585	A	0.590	A	0.005	No
28	N Hollywood Way NB Off-Ramp & N San Fernando Blvd	Burbank	AM	0.360	A	0.375	A	0.015	No
			PM	0.256	A	0.298	A	0.042	No
			WKEND	0.347	A	0.362	A	0.015	No
31	N Hollywood Way SB Ramps & N San Fernando Blvd	Burbank	AM	0.382	A	0.465	A	0.083	No
			PM	0.330	A	0.366	A	0.036	No
			WKEND	0.306	A	0.338	A	0.032	No
36	N Ontario St & Winona Ave	Burbank	AM	0.225	A	0.227	A	0.002	No
			PM	0.205	A	0.208	A	0.003	No
			WKEND	0.073	A	0.076	A	0.003	No
37	N Ontario St & Thornton Ave	Burbank	AM	0.566	A	0.567	A	0.001	No
			PM	0.490	A	0.492	A	0.002	No
			WKEND	0.242	A	0.245	A	0.003	No
38	N Ontario St & W Empire Ave	Burbank	AM	0.355	A	0.378	A	0.023	No
			PM	0.349	A	0.364	A	0.015	No
			WKEND	0.187	A	0.196	A	0.009	No
39	N Avon St & W Empire Ave	Burbank	AM	0.350	A	0.355	A	0.005	No
			PM	0.344	A	0.361	A	0.017	No
			WKEND	0.170	A	0.185	A	0.015	No
40	N Hollywood Way & W Empire Ave	Burbank	AM	0.264	A	0.281	A	0.017	No
			PM	0.336	A	0.364	A	0.028	No
			WKEND	0.200	A	0.212	A	0.012	No
41	I-5 SB Ramps & W Empire Ave	Burbank/Caltrans	AM	0.405	A	0.435	A	0.030	No
			PM	0.526	A	0.538	A	0.012	No
			WKEND	0.672	B	0.683	B	0.011	No
42	I-5 NB Ramps & N San Fernando Blvd	Burbank/Caltrans	AM	0.493	A	0.526	A	0.033	No
			PM	0.662	B	0.675	B	0.013	No
			WKEND	0.694	B	0.706	C	0.012	No
43	N Victory Pl & W Burbank Blvd	Burbank	AM	0.769	C	0.773	C	0.004	No
			PM	0.867	D	0.881	D	0.014	No
			WKEND	0.864	D	0.868	D	0.004	No
44	I-5 SB Off-Ramp/N Front St & E Burbank Blvd	Burbank/Caltrans	AM	0.817	D	0.819	D	0.002	No
			PM	0.964	E	0.965	E	0.001	No
			WKEND	0.880	D	0.881	D	0.001	No
45	I-5 NB Off-Ramp & W Burbank Blvd	Burbank/Caltrans	AM	0.778	C	0.780	C	0.002	No
			PM	0.782	C	0.782	C	0.000	No
			WKEND	0.828	D	0.828	D	0.000	No
46	Airport & W Empire Ave	Burbank	AM	0.436	A	0.462	A	0.026	No
			PM	0.383	A	0.398	A	0.015	No
			WKEND	0.260	A	0.267	A	0.007	No
47	Clybourn Ave & Vanowen St [3]	Burbank	AM	0.832	D	0.867	D	0.035	**Yes**
			PM	0.852	D	0.881	D	0.029	**Yes**
			WKEND	0.503	A	0.519	A	0.016	No
		Los Angeles	AM	0.473	A	0.499	A	0.026	No
			PM	0.549	A	0.569	A	0.020	No
			WKEND	0.282	A	0.292	A	0.011	No
48	Vineland Ave & Vanowen St	Los Angeles	AM	0.896	D	0.909	E	0.013	**Yes**
			PM	0.998	E	1.013	F	0.015	**Yes**
			WKEND	0.659	B	0.664	B	0.006	No
49	Vineland Ave & Victory Blvd	Los Angeles	AM	0.707	C	0.715	C	0.008	No
			PM	0.707	C	0.716	C	0.009	No
			WKEND	0.556	A	0.559	A	0.003	No
50	N Glenoaks Blvd & Cohasset St [3]	Burbank	AM	0.833	D	0.848	D	0.015	No
			PM	0.738	C	0.752	C	0.014	No
			WKEND	0.842	D	0.852	D	0.010	No
		Los Angeles	AM	0.775	C	0.791	C	0.016	No
			PM	0.675	B	0.690	B	0.015	No
			WKEND	0.784	C	0.795	C	0.010	No

TABLE 11
FUTURE PLUS PROJECT LEVEL OF SERVICE ANALYSIS SIGNALIZED INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Future (2024)		Future (2024) + Project		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Significant?
51	N Glenoaks Blvd & Tulare Ave/Keystone St	Burbank	AM	0.514	A	0.541	A	0.027	No
			PM	0.452	A	0.477	A	0.025	No
			WKEND	0.363	A	0.385	A	0.021	No
52	N Glenoaks Blvd & Winona Ave/Irving Dr	Burbank	AM	0.518	A	0.535	A	0.017	No
			PM	0.541	A	0.558	A	0.017	No
			WKEND	0.452	A	0.459	A	0.007	No
53	Scott Rd & Glenoaks Blvd/Peyton Ave [3]	Burbank	AM	1.166	F	1.169	F	0.003	No
			PM	0.862	D	0.868	D	0.007	No
			WKEND	0.732	C	0.738	C	0.005	No
54	Burbank Blvd & Victory Blvd	Burbank	AM	0.521	A	0.522	A	0.001	No
			PM	0.484	A	0.486	A	0.002	No
			WKEND	0.462	A	0.463	A	0.001	No
55	Buena Vista St & Verdugo Ave	Burbank	AM	1.079	F	1.081	F	0.002	No
			PM	1.040	F	1.043	F	0.003	No
			WKEND	0.625	B	0.627	B	0.002	No
56	San Fernando Rd & Strathern St EB/Clybourn Ave	Los Angeles	AM	1.031	F	1.080	F	0.049	**Yes**
			PM	0.696	B	0.749	C	0.053	**Yes**
			WKEND	0.410	A	0.440	A	0.030	No
57	San Fernando Rd & Sunland Blvd	Los Angeles	AM	0.720	C	0.736	C	0.016	No
			PM	0.670	B	0.683	B	0.013	No
			WKEND	0.466	A	0.475	A	0.009	No
58	Vineland Ave & Strathern St	Los Angeles	AM	0.599	A	0.621	B	0.022	No
			PM	0.612	B	0.634	B	0.022	No
			WKEND	0.467	A	0.476	A	0.009	No
59	Tujunga Ave & Vanowen St	Los Angeles	AM	0.692	B	0.705	C	0.013	No
			PM	0.720	C	0.733	C	0.013	No
			WKEND	0.419	A	0.425	A	0.006	No
60	Olive Ave & Pass Ave	Burbank	AM	0.873	D	0.876	D	0.003	No
			PM	1.020	F	1.024	F	0.004	No
			WKEND	0.509	A	0.511	A	0.002	No
61	Barham Blvd & Lakeside Plaza/Forest Lawn Dr	Los Angeles	AM	1.289	F	1.294	F	0.005	No
			PM	1.040	F	1.047	F	0.007	No
			WKEND	0.651	B	0.653	B	0.002	No

Notes:

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines

City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodolog
unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach

City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets
signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

[3] 6-legged intersection, v/c calculated by hand

TABLE 12
FUTURE PLUS PROJECT LEVEL OF SERVICE ANALYSIS UNSIGNALIZED INTERSECTIONS

NO.	INTERSECTION	INTERSECTION CONTROL	JURISDICTION [1]	PEAK HOUR	Future (2024)		Future (2024) + Project		Impacts	
					V/C or Delay	LOS	V/C or Delay	LOS	Project-Related Increase in Vehicle Trips Through Intersection	Significant?
29	N Hollywood Way NB & San Fernando Rd WB Ramps	Un-Controlled	Burbank	AM	0.0	A	0.0	A	8%	No
				PM	0.0	A	0.0	A	14%	No
				WKEND	0.0	A	0.0	A	9%	No
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps	TWSC	Burbank	AM	37.9	E	62.7	F	320	**Yes**
				PM	12.9	B	14.3	B	11%	No
				WKEND	12.8	B	13.6	B	8%	No
32	N San Fernando Blvd & Cohasset St [2]	TWSC	Burbank/Los Angeles	AM	15.6	C	22.6	C	16%	No
				PM	12.6	B	29.0	D	23%	**Yes**
				WKEND	10.1	B	12.7	B	14%	No
33	Kenwood St & Cohasset St [2]	TWSC	Burbank/Los Angeles	AM	9.3	A	9.3	A	92%	No
				PM	9.2	A	10.6	B	108%	No
				WKEND	9.0	A	9.3	A	71%	No
34	San Fernando Blvd & I-5 SB Ramps	AWSC	Burbank	AM	20.1	C	21.4	C	2%	No
				PM	43.0	E	46.0	E	34	**Yes**
				WKEND	13.2	B	13.5	B	2%	No
35	N San Fernando Blvd & Winona Ave	TWSC	Burbank	AM	22.6	C	24.8	C	8%	No
				PM	15.6	C	17.8	C	12%	No
				WKEND	15.7	C	16.6	C	7%	No

Notes:

TWSC Two-way stop controlled intersections

AWSC All-way stop controlled intersections

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:

City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology
unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)

City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;
signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] For unsignalized intersections on the boarder between the City of Los Angeles and the City of Burbank, HCM 2000 LOS methodology is shown here; signal warrant analysis is also conducted

5. TRAFFIC IMPACT ANALYSIS

The traffic impact analysis compares the projected levels of service at each study intersection under with and without project conditions to estimate the incremental change in the V/C ratio at signalized intersections and the increase in trips caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by the City of Burbank.

INTERSECTION SIGNIFICANT TRAFFIC IMPACT CRITERIA

Signalized intersections within the City of Burbank's were analyzed using the following criteria:

- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.020 or more with the intersection operating at LOS D after the addition of project traffic, or;
- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.010 or more with the intersection operating at LOS E after the addition of project traffic, or;
- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.005 or more with the intersection operating at LOS F after the addition of project traffic.

City of Burbank's impact criteria is based on delay-based LOS and percent increase in number of project trips travelling through the intersection. An impact is triggered in accordance with the following parameters:

Level of Service	Final Average Control Delay per Vehicle (seconds)	Project-Related Increase in vehicle trips through intersection
D	25 to 35 seconds	Two percent
E	35 to 50 seconds	One percent
F	> 50 seconds	Five or more project trips

Impact analysis for signalized intersections within the City of Los Angeles was conducted using City of Los Angeles impact criteria, which state a significant impact is triggered when one of the following criteria is met:

- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.040 or more with the intersection operating at LOS C after the addition of project traffic, or;
- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.020 or more with the intersection operating at LOS D after the addition of project traffic, or;
- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.010 or more with the intersection operating at LOS E or F after the addition of project traffic.

Unsignalized intersections within the City of Los Angeles are not analyzed to determine significant impacts, but are analyzed to determine if a signal warrant is met.

AFFECTED INTERSECTION TRAFFIC CRITERIA

According to the City of Burbank's traffic study guidelines, an intersection is affected when the increase in the V/C ratio from the project is 0.040 or more with the intersection operating at LOS C after the addition of project traffic.

Affected Intersections are not considered significant impacts for the purposes of environmental review. However, project-related capacity reductions at Affected Intersections must be reviewed in the context of projected growth in the area and long-range transportation improvements planned at the intersection to determine if project traffic may substantially influence traffic operations at an Affected Intersection.

Existing plus Project Intersection Impacts

As shown in Table 13, after applying the aforementioned City of Burbank and City of Los Angeles significant impact criteria, the proposed project would result in significant impacts to 14 study intersections under Existing plus Project conditions:

3. North Hollywood Way & Tulare Avenue
4. North Hollywood Way & Winona Avenue
5. North Hollywood Way & Thornton Avenue
7. North Hollywood Way & West Victory Boulevard
8. North Hollywood Way & Burbank Boulevard
17. North Buena Vista Street & I-5 NB Ramps
18. North Buena Vista Street & Winona Avenue
19. North Buena Vista Street & North San Fernando Boulevard
30. North Hollywood Way SB & North San Fernando Boulevard EB Ramps
34. North San Fernando Boulevard & Interstate-5 Southbound Ramps
43. North Victory Place & West Burbank Boulevard
44. Interstate-5 Southbound off-Ramp/North Front St & E Burbank Boulevard
48. Vineland Avenue & Vanowen Street
56. San Fernando Road & Strathern Street EB/Clybourn Avenue

TABLE 13
SIGNIFICANT IMPACTS AT STUDY INTERSECTIONS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	EXISTING (2017) + PROJECT	FUTURE (2024) + PROJECT
3	N Hollywood Way & Tulare Ave	Burbank	AM	No	**Yes**
			PM	**Yes**	**Yes**
			WKEND	No	No
4	N Hollywood Way & Winona Ave	Burbank	AM	No	No
			PM	**Yes**	No
			WKEND	No	No
5	N Hollywood Way & Thornton Ave	Burbank	AM	**Yes**	**Yes**
			PM	**Yes**	**Yes**
			WKEND	No	No
6	N Hollywood Way & N Avon St	Burbank	AM	No	*Affected*
			PM	No	**Yes**
			WKEND	No	No
7	N Hollywood Way & W Victory Blvd	Burbank	AM	No	**Yes**
			PM	**Yes**	**Yes**
			WKEND	*Affected*	No
8	N Hollywood Way & Burbank Blvd	Burbank	AM	No	No
			PM	**Yes**	**Yes**
			WKEND	No	No
9	N Hollywood Way & Magnolia Blvd	Burbank	AM	No	No
			PM	No	**Yes**
			WKEND	No	No
11	N Hollywood Way & W Alameda Ave	Burbank	AM	No	No
			PM	No	**Yes**
			WKEND	No	No
17	N Buena Vista St & I-5 NB Ramps	Burbank/Caltrans	AM	**Yes**	No
			PM	**Yes**	No
			WKEND	No	No
18	N Buena Vista St & Winona Ave	Burbank	AM	No	No
			PM	**Yes**	No
			WKEND	No	No
19	N Buena Vista St & N San Fernando Blvd	Burbank	AM	**Yes**	No
			PM	*Affected*	**Yes**
			WKEND	No	No
27	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	No	**Yes**
			PM	No	**Yes**
			WKEND	No	No
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps	Burbank	AM	**Yes**	**Yes**
			PM	No	No
			WKEND	No	No
32	N San Fernando Blvd & Cohasset St [2]	Burbank/Los Angeles	AM	No	No
			PM	No	**Yes**
			WKEND	No	No
34	San Fernando Blvd & I-5 SB Ramps	Burbank	AM	No	No
			PM	**Yes**	**Yes**
			WKEND	**Yes**	No
43	N Victory Pl & W Burbank Blvd	Burbank	AM	No	No
			PM	**Yes**	No
			WKEND	No	No
44	I-5 SB Off-Ramp/N Front St & E Burbank Blvd	Burbank/Caltrans	AM	No	No
			PM	**Yes**	No
			WKEND	No	No
47	Clybourn Ave & Vanowen St [3]	Burbank	AM	No	**Yes**
			PM	No	**Yes**
			WKEND	No	No
		Los Angeles	AM	No	No
			PM	No	No
			WKEND	No	No
48	Vineland Ave & Vanowen St	Los Angeles	AM	No	**Yes**
			PM	**Yes**	**Yes**
			WKEND	No	No
56	San Fernando Rd & Strathern St EB/Clybourn Ave	Los Angeles	AM	**Yes**	**Yes**
			PM	No	**Yes**
			WKEND	No	No

Future plus Project Intersection Impacts

As shown in Table 13, using the criteria for determination of significant impacts, the proposed project would result in significant traffic impacts at 15 study intersections under Future plus Project conditions.

3. North Hollywood Way & Tulare Avenue
5. North Hollywood Way & Thornton Avenue
6. North Hollywood Way & Avon Street
7. North Hollywood Way & Victory Boulevard
8. North Hollywood Way & Burbank Boulevard
9. North Hollywood Way & Magnolia Boulevard
11. North Hollywood Way & West Alameda Avenue
19. North Buena Vista Street & North San Fernando Boulevard
27. South Buena Vista Street & SR-134 WB Ramps/Riverside Drive
30. North Hollywood Way SB & North San Fernando Boulevard EB Ramps
32. North San Fernando Boulevard & Cohasset Street
34. San Fernando Boulevard & I-5 SB Ramps
47. Clybourn Avenue & Vanowen Street
48. Vineland Avenue & Vanowen Street
56. San Fernando Road & Strathern Street EB/Clybourn Avenue

Proposed Mitigation Measures

The following section discusses the mitigation measures proposed to mitigate the proposed project's significant impacts under Existing plus Project and/or Future plus Project conditions and their effectiveness.

Significant impacts were identified at 14 locations under Existing plus Project conditions and 15 locations under Future plus Project conditions. The following sections describe the proposed mitigation measures.

There are several intersections with an impact in the existing conditions and no impact during future conditions, either due to planned improvements or re-opening of lanes that were closed due to Interstate-5 HOV / Empire Interchange construction during the existing conditions. Mitigations were not evaluated for these locations, which include:

17. Buena Vista Street & I-5 NB Ramps (new traffic patterns in future scenarios due to temporary constructions closures during existing scenarios)

18. Buena Vista Street & Winona Avenue (new traffic patterns in future scenarios due to temporary constructions closures during existing scenarios)

43. North Victory Place & West Burbank Boulevard (new traffic patterns in future scenarios due to temporary constructions closures during existing scenarios)

44. I-5 SB Off-Ramp/Front Street & Burbank Boulevard (new lane geometries in future scenarios)

In addition, North Hollywood Way & Winona Ave (Intersection #4) also has an impact during Existing conditions but not the Future conditions because of new traffic patterns in Future plus Project scenario due to planned connection via Tulare Avenue between Hollywood Way and related airport terminal. A mitigation was explored for this intersection because the project is not under construction.

Physical Mitigation Measures

The mitigation program for the project includes measures to increase the capacity and/or efficiency of the roadway system at impacted locations. Opportunities for physical and operational mitigation measures such as restriping of intersection approaches to add turn lanes and improving traffic control devices or signal phasing were investigated. The emphasis was to identify physical and/or operational improvements that could be implemented efficiently and maintain consistency with General Plan goals.

Burbank2035 provides the City with a framework for determining the feasibility of intersection improvements based upon right-of-way constraints or instances where the physical layout of intersection improvements causes a conflict between Burbank2035 Goals and Policies and the City's LOS D standard. Burbank2035 includes the following policies, which provide criteria for determining the feasibility of intersection improvements based on whether or not they conflict with general plan goals and policies. This policy-based screening framework is described in Table 14 and can be found in the Transportation Analysis Report included in the Burbank2035 EIR.

The screening analysis used in Burbank2035 and in this analysis relies on the following four overarching City policy groups that support Burbank2035: Any transportation improvement should (1) be achievable within the existing right-of-way; (2) be in conformity with the existing scale and design of the location they serve; (3) allow for complete streets; and (4) maintain pedestrian opportunities. These four overarching policies are supported by Burbank2035 through several Land Use and Mobility Element Policies. The relationship

between the policy-based screening framework and the Burbank2035 Goals and Policies is further described below.

(1) Right-of-Way Needs

A policy conflict is triggered if any right-of-way acquisition is needed to implement the proposed mitigation, assuming lane width minimum and 6-foot sidewalks.

Supporting Burbank2035 Policies

Mobility Element

- Policy 1.2: Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.
- Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as a method of last resort.

(2) Scale and Design

A policy conflict is triggered if the scale and design goes beyond the Maximum Acceptable Mitigations 'template' identified in the Burbank2035 FEIR, or if the mitigation needed increases the existing travel-way width (measured from curb-to-curb) along a "residential/mixed-use" area.

Supporting Burbank2035 Policies

Mobility Element

- Policy 1.5 Design transportation improvements to be compatible with the scale and design of existing infrastructure.

(3) Complete Streets

A conflict is triggered if the mitigation increases the travel-way width along the intersection so as to narrow existing sidewalks, decrease bike lane widths, or greatly disturb transit/bus stop locations.

Supporting Burbank2035 Policies

Mobility Element

- Policy 3.2: Complete city streets by providing facilities for all transportation modes.

Land Use Element

- Policy 4.1: Maintain complete streets that create functional places meeting the needs of pedestrians, bicyclists, wheelchair users, equestrians, and motorists.

(4) Pedestrian Opportunities

A conflict is triggered if the proposed mitigation requires sidewalks to go below the minimum sidewalk width standards specified in Table M-2 of the Mobility Element.

Supporting Burbank2035 Policies

Mobility Element

- Policy 3.3: Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations
- Policy 5.5: Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths specified in Table M-2 (15-feet for sidewalks adjacent to the Buena Vista St./Empire Ave. and Buena Vista St./Victory Blvd. intersections).

Land Use Element

- Policy 4.5: Require pedestrian-oriented areas to include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, art, kiosks, and restrooms.

Under Burbank2035, a mitigation measure is considered to have significant land use impacts when the proposed improvement conflicts with the "Right-of-Way Needs" policies or with two or more of the "Scale and Design," "Complete Streets," or "Pedestrian Opportunities" policies.

The following mitigation measures were evaluated against the policy based screening analysis discussed above, as shown in Table 14. Table 15 presents the LOS results for Existing plus Project with Mitigations, and Table 16 presents the LOS results for Future plus Projects with Mitigations.

TABLE 14
MITIGATION POLICY-BASED SCREENING ANALYSIS

NO.	INTERSECTION	JURISDICTION [1]	Project or Future Impact?	Physical Mitigation Conflicts with General Plan Policies				Conflicts with ROW or 2 Policies
				Right-of-way (6' min. sidewalk)	Scale & Design	Complete Streets	Pedestrian Opportunities	
3	N Hollywood Way & Tulare Ave	Burbank	Project & Future	NO [2]	NO	NO	NO	NO
4	N Hollywood Way & Winona Ave	Burbank	Project & Future	NO	NO	NO	NO	NO
5	N Hollywood Way & Thornton Ave	Burbank	Project & Future	NO	NO	NO	NO	NO
6	N Hollywood Way & N Avon St	Burbank	Future	**YES**	NO	NO	NO	**YES**
7	N Hollywood Way & W Victory Blvd	Burbank	Project & Future	NO	**YES**	**YES**	NO	**YES**
8	N Hollywood Way & Burbank Blvd	Burbank	Project & Future	NO	**YES**	**YES**	NO	**YES**
9	N Hollywood Way & Magnolia Blvd	Burbank	Future	NO	**YES**	**YES**	NO	**YES**
11	N Hollywood Way & W Alameda Ave	Burbank	Future	NO	NO	NO	NO	NO
19	N Buena Vista St & N San Fernando Blvd	Burbank	Project & Future	**YES**	NO	**YES**	NO	**YES**
27	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	Future	NO	NO	NO	NO	NO
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps	Burbank	Project & Future	NO	NO	NO	NO	NO
32	N San Fernando Blvd & Cohasset St	Burbank/Los Angeles	Future	NO	NO	NO	NO	NO
34	San Fernando Blvd & I-5 SB Ramps	Burbank	Project & Future	NO	NO	NO	NO	NO
47	Clybourn Ave & Vanowen St	Burbank/Los Angeles	Future	**YES**	NO	NO	NO	**YES**
48	Vineland Ave & Vanowen St	Los Angeles	Project & Future	-	-	-	-	-
56	San Fernando Road & Strathern St/Clybourn Ave	Los Angeles	Project & Future	-	-	-	-	-

Notes:

[1] Screening Analysis only applies to intersections within the City of Burbank.

[2] The Intersection #3 mitigation would only require right-of-way from the project to be implemented, therefore it would not violate the right-of-way screening criteria.

TABLE 15
EXISTING (2017) PLUS PROJECT WITH MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Existing (2017)		Existing (2017) + Project		Impacts		Ex + Project + Mitigations		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Project-Related Increase in Vehicle Trips Through Intersection	Significant?	V/C or Delay	LOS	Change in V/C	Significant?
3	N Hollywood Way & Tulare Ave	Burbank	AM	0.504	A	0.681	B	0.177	No	0.639	B	0.135	No
			PM	0.656	B	0.967	E	0.311	**Yes**	0.668	B	0.012	No
			WKEND	0.410	A	0.538	A	0.128	No	0.403	A	-0.007	No
4	N Hollywood Way & Winona Ave	Burbank	AM	0.564	A	0.650	B	0.086	No	0.544	A	-0.020	No
			PM	0.819	D	0.859	D	0.040	**Yes**	0.652	B	-0.167	No
			WKEND	0.506	A	0.540	A	0.034	No	0.396	A	-0.110	No
5	N Hollywood Way & Thornton Ave	Burbank	AM	0.867	D	0.888	D	0.021	**Yes**	0.737	C	-0.130	No
			PM	0.756	C	0.819	D	0.063	**Yes**	0.692	B	-0.064	No
			WKEND	0.605	B	0.647	B	0.042	No	0.582	A	-0.023	No
7	N Hollywood Way & W Victory Blvd	Burbank	AM	0.883	D	0.884	D	0.001	No	0.779	C	-0.104	No
			PM	0.972	E	1.041	F	0.069	**Yes**	0.913	E	-0.059	No
			WKEND	0.683	B	0.725	C	0.042	*Affected*	0.642	B	-0.041	No
8	N Hollywood Way & Burbank Blvd	Burbank	AM	0.853	D	0.862	D	0.009	No	0.801	D	-0.052	No
			PM	0.832	D	0.852	D	0.020	**Yes**	0.781	C	-0.051	No
			WKEND	0.595	A	0.613	B	0.018	No	0.561	A	-0.034	No
19	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.839	D	0.863	D	0.024	**Yes**	0.658	B	-0.181	No
			PM	0.682	B	0.740	C	0.058	*Affected*	0.557	A	-0.125	No
			WKEND	0.618	B	0.635	B	0.017	No	0.451	A	-0.167	No
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps	Burbank	AM	22.6	C	30.9	D	13%	**Yes**	[2]	A	N/A	No
			PM	11.5	B	12.6	B	14%	No	[2]	A	N/A	No
			WKEND	11.6	B	12.3	B	10%	No	[2]	A	N/A	No
34	San Fernando Blvd & I-5 SB Ramps	Burbank	AM	17.4	C	19.1	C	4%	No	0.657	B	N/A	No
			PM	28.9	D	33.9	D	5%	**Yes**	0.760	C	N/A	No
			WKEND	36.2	E	40.5	E	39	**Yes**	0.666	B	N/A	No
48	Vineland Ave & Vanowen St	Los Angeles	AM	0.828	D	0.840	D	0.013	No	0.736	C	-0.092	No
			PM	0.925	E	0.939	E	0.015	**Yes**	0.821	D	-0.104	No
			WKEND	0.611	B	0.617	B	0.006	No	0.551	A	-0.060	No
56	San Fernando Rd & Strathern St EB/Clybourn Ave	Los Angeles	AM	0.950	E	0.999	E	0.049	**Yes**	0.915	E	-0.035	No
			PM	0.639	B	0.693	B	0.054	No	0.546	A	-0.093	No
			WKEND	0.372	A	0.402	A	0.030	No	0.320	A	-0.052	No

Notes:

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:
City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology
unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)
City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;
signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] The Mitigation at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps calls for the creation of a freeflow (uncontrolled) eastbound right turn, resulting in an uncontrolled intersection with no control delay.

TABLE 16
FUTURE (2024) PLUS PROJECT WITH MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR	Future (2024)		Future (2024) + Project		Impacts		Future + Project + Mitigations		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Project-Related Increase in Vehicle Trips Through Intersection	Significant?	V/C or Delay	LOS	Change in V/C or Delay	Significant?
3	N Hollywood Way & Tulare Ave	Burbank	AM	0.575	A	0.869	D	0.294	**Yes**	0.776	C	0.201	*Affected*
			PM	0.752	C	1.123	F	0.371	**Yes**	0.765	C	0.013	No
			WKEND	0.461	A	0.646	B	0.185	No	0.499	A	0.038	No
5	N Hollywood Way & Thornton Ave	Burbank	AM	0.878	D	0.901	E	0.023	**Yes**	0.683	B	-0.195	No
			PM	0.914	E	0.951	E	0.037	**Yes**	0.777	C	-0.137	No
			WKEND	0.731	C	0.764	C	0.033	No	0.649	B	-0.082	No
6	N Hollywood Way & N Avon St	Burbank	AM	0.698	B	0.777	C	0.079	*Affected*	0.759	C	0.061	*Affected*
			PM	0.768	C	0.816	D	0.048	**Yes**	0.795	C	0.027	No
			WKEND	0.559	A	0.610	B	0.051	No	0.592	A	0.033	No
7	N Hollywood Way & W Victory Blvd	Burbank	AM	0.962	E	0.973	E	0.011	**Yes**	0.840	D	-0.122	No
			PM	1.060	F	1.093	F	0.033	**Yes**	0.949	E	-0.111	No
			WKEND	0.751	C	0.779	C	0.028	No	0.684	B	-0.067	No
8	N Hollywood Way & Burbank Blvd	Burbank	AM	0.964	E	0.972	E	0.008	No	0.905	E	-0.059	No
			PM	0.928	E	0.948	E	0.020	**Yes**	0.883	D	-0.045	No
			WKEND	0.663	B	0.677	B	0.014	No	0.629	B	-0.034	No
9	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.971	E	0.978	E	0.007	No	0.978	E	0.007	No
			PM	1.003	F	1.020	F	0.017	**Yes**	0.875	D	-0.128	No
			WKEND	0.779	C	0.789	C	0.010	No	0.736	C	-0.043	No
19	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.705	C	0.721	C	0.016	No	0.749	C	0.044	*Affected*
			PM	0.841	D	0.868	D	0.027	**Yes**	0.771	C	-0.070	No
			WKEND	0.540	A	0.546	A	0.006	No	0.505	A	-0.035	No
27	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.974	E	0.984	E	0.010	**Yes**	0.911	E	-0.063	No
			PM	0.909	E	0.919	E	0.010	**Yes**	0.892	D	-0.017	No
			WKEND	0.585	A	0.590	A	0.005	No	0.539	A	-0.046	No
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps	Burbank	AM	37.9	E	62.7	F	320	**Yes**	[2]	A	N/A	No
			PM	12.9	B	14.3	B	11%	No	[2]	A	N/A	No
			WKEND	12.8	B	13.6	B	8%	No	[2]	A	N/A	No
32	N San Fernando Blvd & Cohasset St	Burbank/Los Angeles	AM	15.6	C	22.6	C	16%	No	0.704	C	N/A	No
			PM	12.6	B	29.0	D	23%	**Yes**	0.578	A	N/A	No
			WKEND	10.1	B	12.7	B	14%	No	0.370	A	N/A	No
34	San Fernando Blvd & I-5 SB Ramps	Burbank	AM	20.1	C	21.4	C	2%	No	0.694	B	N/A	No
			PM	43.0	E	46.0	E	34	**Yes**	0.797	C	N/A	No
			WKEND	13.2	B	13.5	B	2%	No	0.510	A	N/A	No
47	Clybourn Ave & Vanowen St	Burbank	AM	0.832	D	0.867	D	0.035	**Yes**	0.629	B	-0.203	No
			PM	0.852	D	0.881	D	0.029	**Yes**	0.766	C	-0.086	No
			WKEND	0.503	A	0.519	A	0.016	No	0.426	A	-0.077	No
		Los Angeles	AM	0.473	A	0.499	A	0.026	No	0.365	A	-0.108	No
			PM	0.549	A	0.569	A	0.020	No	0.516	A	-0.033	No
			WKEND	0.282	A	0.292	A	0.011	No	0.247	A	-0.035	No
48	Vineland Ave & Vanowen St	Los Angeles	AM	0.896	D	0.909	E	0.013	**Yes**	0.793	C	-0.103	No
			PM	0.998	E	1.013	F	0.015	**Yes**	0.888	D	-0.110	No
			WKEND	0.659	B	0.664	B	0.006	No	0.594	A	-0.065	No
56	San Fernando Rd & Strathern St EB/Clybourn Ave	Los Angeles	AM	1.031	F	1.080	F	0.049	**Yes**	0.992	E	-0.039	No
			PM	0.696	B	0.749	C	0.053	**Yes**	0.594	A	-0.102	No
			WKEND	0.410	A	0.440	A	0.030	No	0.354	A	-0.056	No

Notes:

[1] Analysis methodology varies by jurisdiction according jurisdictional to traffic study guidelines:
City of Burbank: signalized intersections within the City of Burbank are analyzed in Traffix using the Circular 212 methodology
unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)
City of Los Angeles: signalized intersections within the City of Los Angeles are analyzed with the City of Los Angeles Critical Move Analysis (CMA) worksheets;
signal warrant analysis is conducted on unsignalized intersections within the City of Los Angeles (CMA analysis is not conducted)

[2] The Mitigation at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps calls for the creation of a freeflow (uncontrolled) eastbound right turn, resulting in an uncontrolled intersection with no control delay.

Mitigation Analysis – Existing Plus Project Scenario

Signalized Intersections

#3 Hollywood Way & Tulare Avenue. In order to mitigate the impact at Hollywood Way & Tulare Avenue to a less than significant level, it would have to be widened and restriped at the northbound, eastbound, and southbound approaches. Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. In addition, the northbound approach of Hollywood Way & Tulare Avenue would be widened to include two left-turn lanes, so that the northbound approach would consist of two left-turn lanes, two through lanes, and one through/right lane. To offset the effect of additional travel lanes on bicyclists, the existing Class II bicycle lanes would be buffered with a 3-foot buffer along the project's frontage between Winona Avenue and just north of Tulare Avenue. The eastbound approach would be widened to include one left turn lane and one through/right-turn lane. The southbound approach would be widened to include one southbound right turn lane so that the southbound approach would consist of one left turn lane, three through lanes, and one right turn lane.

The eastbound approach is set to be redesigned as part of the project, and could accommodate the two lanes proposed in the mitigation. The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is not wide enough to accommodate the additional northbound lanes and maintain the three current southbound through lanes. In order to accommodate this mitigation and to widen the sidewalk to 10 feet as prescribed in the Burbank2035 General Plan, Hollywood Way would need to be widened by 5 feet on the west side along the project's frontage between the San Fernando / Hollywood Way SW connector and Winona Avenue, which would require acquiring right-of-way from the project. In addition, the west side of Hollywood Way would have to be widened by an additional 10 feet (15 feet total) from the centerline of Tulare Avenue to a point approximately 300 feet south of Tulare Avenue, whereby the widening would taper from 15 feet back to 5 feet over a distance of an additional 300 feet (for a total of 600 feet south of Tulare Avenue). Also, the west side of Hollywood Way would have to be widened by an additional 19 feet (24 feet total) from the centerline of Tulare Avenue to a point approximately 150 feet north of Tulare Avenue. As this mitigation would only require right-of-way from the project to be implemented, it would not violate any of the policy based screening analysis.

#4 Hollywood Way & Winona Avenue. In order to mitigate the impact at Hollywood Way & Winona Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach. Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would provide one left-turn lane, two through lanes, one through/right lane in the northbound direction. Existing six-foot bicycle lanes would be maintained on Hollywood Way. The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is wide enough to accommodate the additional lane without reducing the number of southbound lanes or removing the existing bicycle lanes. This mitigation measure does not conflict with any of the criteria in the policy based screening analysis.

In addition, the mitigation for this intersection from the Burbank Bob Hope Airport Terminal Replacement Project was tested, which requires widening the northbound and eastbound approaches. The eastbound approach is widened to include two left-turn lanes, one through/right lane, and one right-turn lane. The northbound approach is widened to include two left-turn lanes, two through lanes, and one through/right lane. This mitigation measure would also reduce the project's incremental increase in V/C to a level below significance under Existing plus Project conditions.

#5 Hollywood Way & Thornton Avenue. In order to mitigate the impact at Hollywood Way & Thornton Avenue to a less than significant level, it would have to be restriped at the northbound and southbound approaches. Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. The northbound approach would therefore include one left-turn lane, two through lanes, and one through/right lane. The southbound approach would be restriped to convert the southbound right turn lane into a southbound through/right lane to provide one left turn lane, two through lanes, and one through/right-turn lane. Existing 5-6 foot bicycle lanes would be maintained on Hollywood Way.

The existing curb-to-curb width on North Hollywood Way at this intersection varies between Avon Street and just north of Thornton Avenue, but is wide enough to accommodate the additional travel lanes and maintain the existing bicycle lanes if the existing raised median is reconstructed between Avon Street and Thornton Avenue. However, widening is required at the existing southbound right turn lane into the private fast food complex south of Thornton Avenue in order to maintain the existing right turn lane, existing bike lane, and maintain three travel lanes. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Existing plus Project conditions, and does not conflict with any of the criteria in the policy based screening analysis.

#7 Hollywood Way & Victory Boulevard. In order to mitigate the impact at Hollywood Way & Victory Boulevard to a less than significant level, it would have to be widened and restriped at the northbound and southbound approaches. The northbound approach would be widened to include one left-turn lane, three through lanes, and one right-turn lane. The southbound approach would be widened to include one left-turn lane, three through lanes, and one right-turn lane.

The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 68 feet, which is not wide enough to accommodate the new northbound and southbound lanes. In order to accommodate this mitigation the street would need to be at widened to at least 94 feet, which cannot be accommodated within the existing right-of-way. Therefore, this mitigation conflicts with the Right-of-Way portion of the policy based screening analysis and the Complete Streets portion of the policy based screening analysis. The mitigation would also conflict with the Scale & Design Portion of the policy based screening analysis, because the three through lanes would exceed the Maximum Acceptable Mitigations (MAMS) template identified in the Burbank2035 FEIR. Therefore, the impact is considered significant and unavoidable.

#8 Hollywood Way & Burbank Boulevard. In order to mitigate the impact at Hollywood Way & Burbank Boulevard to a less than significant level, it would have to be widened and restriped at the eastbound and westbound approaches. The eastbound approach would be widened to include two left-turn lanes, one through lane, and one through/right lane. The westbound approach would be widened to include two left-turn lanes, two through lanes, and one through/right lane.

The existing curb-to-curb width on Burbank Boulevard at this intersection is approximately 68 feet, which is not wide enough to accommodate the new eastbound and westbound lanes. In order to accommodate this mitigation, the street would need to be widened to at least 80 feet, which would require narrowing sidewalks. Therefore, this mitigation conflicts with the Complete Streets portion of the policy based screening analysis. The mitigation would also conflict with the Scale & Design Portion of the policy based screening analysis, because it would narrow sidewalks below the 15 feet prescribed in the Maximum Acceptable Mitigations (MAMS) template identified in the Burbank2035 FEIR. Therefore, the impact is considered significant and unavoidable.

#19 Buena Vista Street & San Fernando Boulevard. In order to mitigate the impact at Buena Vista Street & San Fernando Boulevard to a less than significant level, it would have to be widened and restriped at the southbound approach to include two left-turn lanes, one through lane, and one through/right lane.

The southbound approach at Buena Vista Street is currently under construction as part of improvements to Interstate-5, which will include a new center median containing columns to support a new rail bridge. The new curb-curb width at this approach is expected to be under 40 feet. In order to accommodate the proposed mitigation, the City would need to acquire right-of-way to widen the curb-to-curb distance and reconstruct the rail bridge over Buena Vista Street. Therefore, the mitigation fails the Right-of-Way Needs elements of the screening analysis and is also physically infeasible. The impact is considered significant and unavoidable.

The general plan mitigation for this intersection was also tested, which calls for the restriping of the eastbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This change would not reduce the project's incremental increase in V/C to a level below significance, because it adds capacity to a non-critical move (eastbound left).

#48 Vineland Avenue & Vanowen Street. In order to mitigate the impact at Vineland Avenue & Vanowen Street to a less than significant level, it would have to be widened and restriped at the eastbound and westbound approaches. The eastbound approach would be restriped to include one left-turn lane, two through lanes, and one through/right lane. The westbound approach would be widened to include one left-turn lane, two through lanes, and one right-turn lane.

The existing curb-to-curb width on Vanowen Street is approximately 62 feet, which is not wide enough to accommodate the additional lanes. In order to accommodate this mitigation, the street would need to be widened, which would require acquiring right-of-way from adjacent properties and/or narrowing the sidewalks. As this intersection is located within the City of Los Angeles, implementation of this improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, the improvement this impact would be considered significant and unavoidable.

#56 San Fernando Road & Strathern Street/Clybourn Avenue. In order to mitigate the impact at San Fernando Road & Strathern Street/Clybourn Avenue to a less than significant level, the northbound approach on San Fernando Road would have to be widened and restriped to include two left-turn lane and two through lanes.

The existing curb-to-curb width on San Fernando Road is approximately 56 feet, which is wide enough to accommodate the additional lanes. As this intersection is located within the City of Los Angeles, implementation of this improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, the improvement this impact would be considered significant and unavoidable.

Unsignalized Intersections

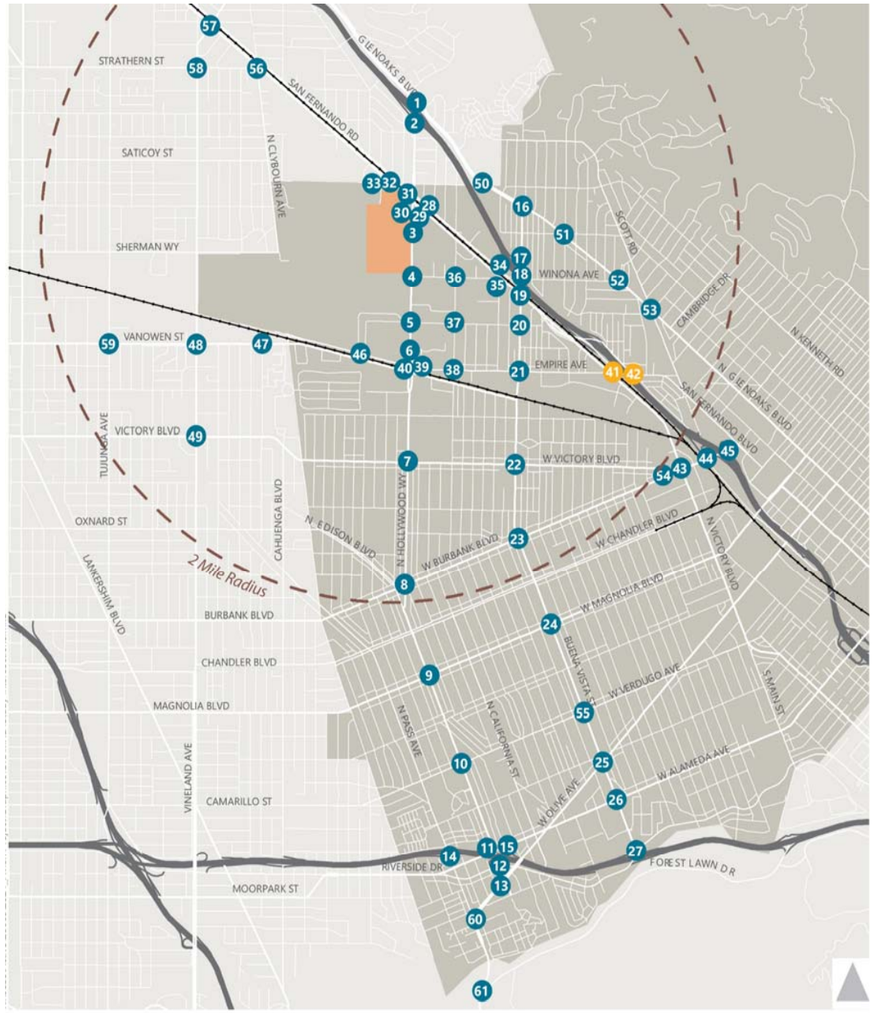
#30 Hollywood Way & San Fernando Boulevard Eastbound Ramps. To mitigate the significant impact at Hollywood Way & San Fernando Boulevard Eastbound Ramps, the intersection would need to be redesigned to accommodate an uncontrolled eastbound right turn lane. The new design would require acquiring right-of-way from the project, and would extend the southbound right-turn lane at Hollywood Way & Tulare Avenue back to the San Fernando Boulevard Eastbound Ramps, creating a weaving section for vehicles entering Hollywood Way from San Fernando Boulevard and vehicles turning right into the project site at Tulare Avenue. As the mitigation would result in no vehicle control at either the eastbound

or southbound approaches, there would be no control delay at the intersection, reducing the project's incremental impact at the intersection below significance. The design would shift bicycles from the Class II on-street facility to an off-street shared path, to avoid vehicles weaving across bicycle traffic.

A measure was explored involving signalizing the intersection to be consistent with a similar mitigation that was proposed as part of the Burbank Bob Hope Airport Terminal Replacement Project. Although the intersection meets the signal warrant during all analyzed scenarios for at least one of the analyzed peak hours, signalizing the intersection would result in additional delay for vehicles traveling southbound on Hollywood Way, which make up the majority of vehicles using the intersection. The mitigation was therefore rejected.

#34 San Fernando Boulevard & Interstate 5 Southbound Ramps. To mitigate the significant impact at San Fernando Boulevard & Intersection 5 Southbound Ramps, the intersection would need to be signalized. The intersection meets the signal warrant during all analyzed scenarios during at least one of the analyzed peak hours. No change in striping or lane configuration is included as part of this mitigation. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions. This mitigation measure reduces the intersection's delay to LOS C or better during all analyzed periods. Under the City of Burbank's guidelines, intersections with LOS C cannot have an impact. This impact is considered to be significant and unavoidable because the intersection is shared with Caltrans.

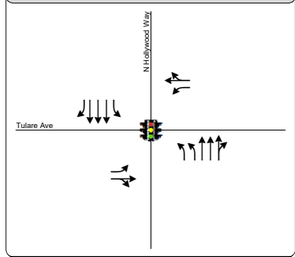
Lane configurations with mitigations during both the Existing plus Project and Future plus Project impacted intersections (discussed below) are included in Figure 17



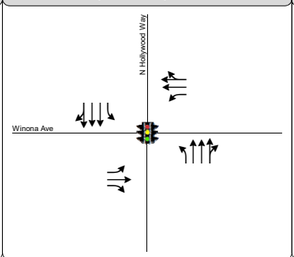
Study Intersections

- Current
- Future
- Project Site

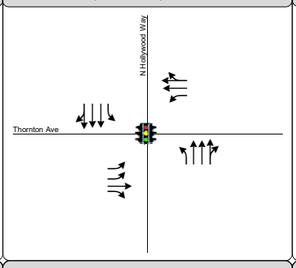
3. N Hollywood Way/Tulare Ave



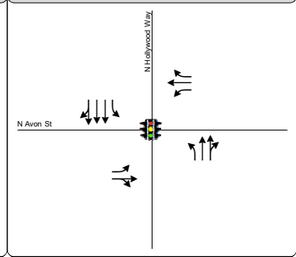
4. N Hollywood Way/Winona Ave



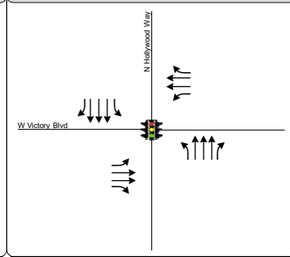
5. N Hollywood Way/Thornton Ave



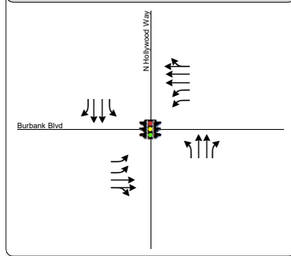
6. N Hollywood Way/N Avon St



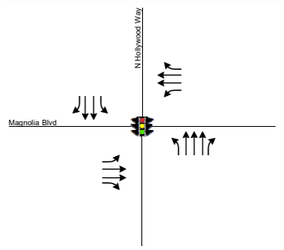
7. N Hollywood Way/W Victory Blvd



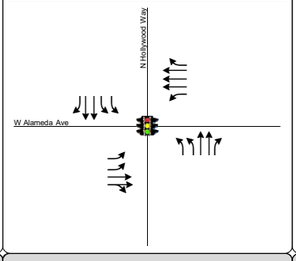
8. N Hollywood Way/Burbank Blvd



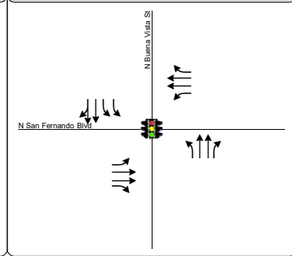
9. N Hollywood Way/Magnolia Blvd



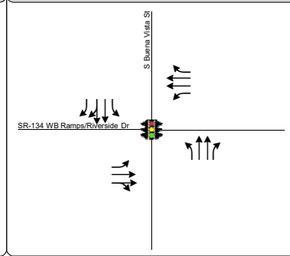
11. N Hollywood Way/W Alameda Ave



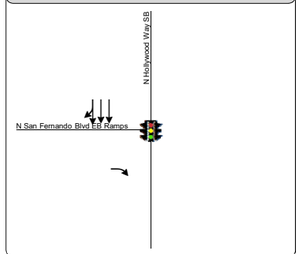
19. N Buena Vista St/N San Fernando Blvd



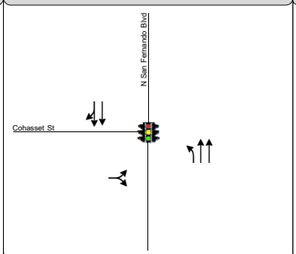
27. S Buena Vista St/SR-134 WB Ramps/Riverside



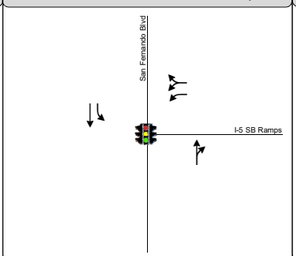
30. Hollywood Way SB/N San Fernando Blvd EB Rd



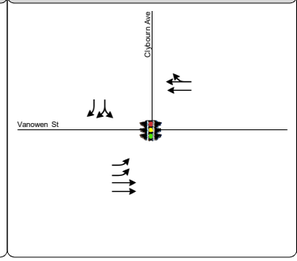
32. N San Fernando Blvd/Cohasset St



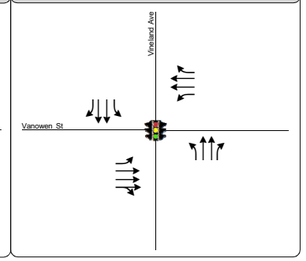
34. San Fernando Blvd/I-5 SB Ramps



47. Clybourn Ave/Vanowen St



48. Vineland Ave/Vanowen St



56. San Fernando Rd/Strathern St EB/Clybourn Ave

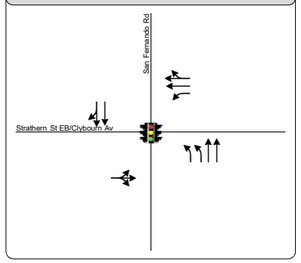


Figure 17
Proposed Mitigations

Mitigation Analysis – Future with Project Scenario

Signalized Intersections

#3 Hollywood Way & Tulare Avenue. The same mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C to a level below significance at Hollywood Way & Tulare Avenue could also be used to reduce the project's incremental increase in V/C to a level below significance under the Future plus Project condition.

#5 Hollywood Way & Thornton Avenue. The same mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C to a level below significance at Hollywood Way & Thornton Avenue could also be used to reduce the project's incremental increase in V/C to a level below significance under the Future plus Project condition.

#6 Hollywood Way & Avon Street. To mitigate the significant impact at North Hollywood Way & Avon Street would require reconfiguring the westbound approach to one left-turn lane, one through lane, and one right-turn lane. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions. The existing curb-to-curb width on Avon Street at this intersection is approximately 36 feet, which is not wide enough to accommodate the additional travel lanes. In order to accommodate this mitigation, the street would need to be widened, which would require narrowing sidewalks and/or acquiring right-of-way from adjacent properties. Therefore, this mitigation conflicts with the Right-of-Way Needs portions of the policy based screening analysis, and is considered significant and unavoidable.

#7 Hollywood Way & Victory Boulevard. The same mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C to a level below significance at Hollywood Way & Victory Boulevard could also be used to reduce the project's incremental increase in V/C to a level below significance under the Future plus Project condition. This mitigation conflicts with the Right-of-Way portion of the policy based screening analysis, the Complete Streets portion of the policy based screening analysis, and the Scale & Design Portion of the policy based screening analysis. The impact is considered significant and unavoidable.

#8 Hollywood Way & Burbank Boulevard. The same mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C to a level below significance at Hollywood Way & Burbank Boulevard could also be used to reduce the project's incremental increase in V/C to a level below significance under the Future plus Project condition. This mitigation conflicts with the Complete Streets and the Scale & Design portions of the policy based screening analysis and therefore the impact is considered significant and unavoidable.

#9 Hollywood Way & Magnolia Boulevard. In order to mitigate the impact at Hollywood Way & Magnolia Boulevard to a less than significant level, it would have to be widened and restriped at the northbound approach to include one left-turn lane, three through lanes, and one right-turn lane. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions.

The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 68 feet, which is not wide enough to accommodate the new northbound lanes without reducing the number of southbound lanes. In order to accommodate this mitigation, the street would need to be widened on the northbound approach, which would require narrowing sidewalks to approximately 5 feet on Hollywood Way

which would conflict with the Complete Streets portion of the policy based screening analysis. In addition, the design conflicts with the Scale and Design element of the policy based screening analysis because the three through lanes would exceed the Maximum Acceptable Mitigations (MAMS) template. The mitigation is therefore considered significant and unavoidable.

#11 Hollywood Way & Alameda Avenue. In order to mitigate the impact at Hollywood Way & Alameda Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach to include two left-turn lanes, two through lanes, and one right-turn lane.

The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 80 feet, which is wide enough to accommodate the additional travel lanes and maintain all existing lanes. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions, and does not conflict with any of the criteria in the policy based screening analysis. However, as most of the vehicles making the northbound left movement at this intersections are doing so to access the freeway on-ramp on Alameda Avenue, these vehicles would not be able to use the second northbound left-turn lane, resulting in minimal increase in capacity. Further, the addition of a second northbound left-turn lane would require adjustments to signal phasing and signal timing, leading to similar levels of delay at the intersection. The mitigation was therefore rejected, and the impact is considered significant and unavoidable.

#13 Hollywood Way & Olive Avenue. In order to mitigate the impact at Hollywood Way & Alameda Avenue to a less than significant level, a measure was explored involving removing a peak period parking restriction in the westbound direction of Olive Avenue to provide one left-turn lane, two through lanes and one shared through/right lane. Currently, a peak parking restriction exists on westbound Olive Avenue between Riverside Drive and Pass Avenue during the AM peak period. During the PM period, parking is currently permitted and the westbound intersection approach configuration consists of one left-turn lane, two through lanes, and one right-turn lane. The proposed mitigation would establish a PM peak period parking restriction on westbound Olive Avenue between Riverside Drive and Pass Avenue (the same as the AM parking restriction limits) from 4:30 to 7:30 PM, Monday through Friday. This mitigation can be accomplished within the existing right-of-way without re-striping and would involve restricting approximately eight parking spaces during the PM peak period. The resulting westbound configuration would be one left-turn lane, two through lanes, and one through/right lane.

In addition, the mitigation would include restriping the eastbound approach to two left-turn lanes, two through lanes, and one through right lane. The proposed changes on both the eastbound and westbound approaches can be accommodated within the existing curb-to-curb space. The mitigation exceeds the Maximum acceptable Mitigation, and therefore conflicts with the Scale and Design criteria in the policy based screening analysis, but does not conflict with other elements of the screening analysis. The existing median in the eastbound approach may need to be altered to accommodate the mitigation.

This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions.

#19 Buena Vista Street & San Fernando Boulevard. The same mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C to a level below significance at Buena Vista Street & San Fernando Boulevard could also be used to reduce the project's incremental increase in V/C to a level below significance under the Future plus Project condition. The mitigation fails the Right-of-Way Needs elements of the screening analysis and is also physically infeasible. The impact is considered significant and unavoidable.

#27 Buena Vista Street & SR-134 WB Ramps/Riverside Drive. To mitigate the significant impact at Buena Vista Street & SR-134 WB Ramps/Riverside Drive, the intersection would have to be widened and restriped to convert the existing northbound through/right-turn lane to a through lane and right-turn lane. The northbound approach would therefore be one left-turn lane, two through lanes, and one right-turn lane. This mitigation could be accomplished within the existing right-of-way, but may require moving the curb. The physical mitigations described here do not conflict with the policy based screening analysis; therefore, physical widening at this intersection is feasible. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions. This impact is considered to be significant and unavoidable because the right-of-way required for the mitigation is under Caltrans jurisdiction.

#47 Clybourn Avenue & Vanowen Street. In order to mitigate the impact at Clybourn Avenue & Vanowen Street to a less than significant level, a mitigation was tested that added a second eastbound left to the intersection. Although this mitigation would reduce the impact at the intersection to a level that is below significant, the mitigation is considered invisible because there is not sufficient space for vehicles to merge from the two left-turn lanes into one travel lane currently provided on Clybourn Avenue, and providing sufficient space would require expanding the right-of-way. Although the street could potentially be widened into the railroad right-of-way to extend the merge area, this would require merging across the railroad tracks, creating a potentially unsafe condition. As this mitigation would require additional right-of-way, it conflicts with the Right-of-Way Needs portions of the policy based screening analysis, and is considered significant and unavoidable.

#48 Vineland Avenue & Vanowen Street. The same mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C to a level below significance at Vineland Avenue & Vanowen Street could also be used to reduce the project's incremental increase in V/C to a level below significance under the Future plus Project condition.

#56 San Fernando Road & Strathern Street/Clybourn Avenue. The same mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C to a level below significance at San Fernando Road & Strathern Street/Clybourn Avenue could also be used to reduce the project's incremental increase in V/C to a level below significance under the Future plus Project condition.

Unsignalized Intersections

#30 Hollywood Way & San Fernando Boulevard Eastbound Ramps. To mitigate the significant impact at Hollywood Way & San Fernando Boulevard Eastbound Ramps, the intersection would need to be redesigned to accommodate an uncontrolled eastbound right turn lane. The new design would require acquiring right-of-way from the project, and would extend the southbound right-turn lane at Hollywood Way & Tulare Avenue back to the San Fernando Boulevard Eastbound Ramps, creating a weaving section for vehicles entering Hollywood Way from San Fernando Boulevard and vehicles turning right into the project site at Tulare Avenue. As the mitigation would result in no vehicle control at either the eastbound or southbound approaches, there would be no control delay at the intersection, reducing the project's incremental impact at the intersection below significance. The design would shift bicycles from the Class II on-street facility to an off-street shared path, to avoid vehicles weaving across bicycle traffic.

A measure was explored involving signalizing the intersection to be consistent with a similar mitigation that was proposed as part of the Burbank Bob Hope Airport Terminal Replacement Project. Although the intersection meets the signal warrant during all analyzed scenarios for at least one of the analyzed peak hours, signalizing the intersection would result in additional delay for vehicles traveling southbound on

Hollywood Way, which make up the majority of vehicles using the intersection. The mitigation was therefore rejected.

#32 San Fernando Boulevard & Cohasset Street. To mitigate the significant impact at San Fernando Boulevard & Cohasset Street, the intersection would need to be signalized. The intersection meets the signal warrant during the PM peak hour in the Future (2024) plus Project scenario. No change in striping or lane configuration is included as part of this mitigation. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under future plus project conditions. Signal timing should be coordinated with the signals North San Fernando Boulevard to maintain traffic flow.

A similar mitigation was proposed as part of the Burbank Bob Hope Airport Terminal Replacement Project, but that proposal also including restriping the eastbound approach to provide a separate right-turn lane and left-turn lane.

#34 San Fernando Boulevard & Interstate 5 Southbound Ramps. In order to mitigate the future impact for San Fernando Boulevard & Interstate 5 Southbound Ramps, the same measure to mitigate the existing impact could be used, described in detail above. This impact is considered to be significant and unavoidable because the intersection is shared with Caltrans.

Lane configurations with mitigations are included in Figure 17.

EFFECTIVENESS OF MITIGATION MEASURES

Projected Existing plus Project and Future plus Project intersection operating conditions with the mitigation strategies are shown in Table 15 and Table 16, respectively. As indicated in Table 15, under Existing plus Project conditions, the proposed mitigation measures could eliminate impacts if implemented at the following intersections:

3. North Hollywood Way and Tulare Avenue
4. North Hollywood Way and Winona Avenue
5. North Hollywood Way & Thornton Avenue
7. North Hollywood Way & Victory Boulevard
8. North Hollywood Way & Burbank Boulevard
19. North Buena Vista Street & North San Fernando Boulevard
30. North Hollywood Way SB & North San Fernando Boulevard EB Ramps
34. San Fernando Boulevard & I-5 SB Ramps
48. Vineland Avenue & Vanowen Street
56. San Fernando Road & Strathern Street/Clybourn Avenue

In addition, mitigations were not tested at four intersections under Existing plus Project conditions because these impacts were deemed to be temporary due to construction:

17. Buena Vista Street & I-5 NB Ramps
18. Buena Vista Street & Winona Avenue
43. North Victory Place & West Burbank Boulevard
44. I-5 SB Off-Ramp/Front Street & Burbank Boulevard

As indicated in Table 16, under Future plus Project conditions, the proposed mitigation measures could eliminate impacts if implemented at the following intersections:

3. North Hollywood Way and Tulare Avenue
5. North Hollywood Way & Thornton
6. North Hollywood Way & Avon Street
7. North Hollywood Way & Victory Boulevard
8. North Hollywood Way & Burbank Boulevard
9. North Hollywood Way & Magnolia
19. North Buena Vista Street & North San Fernando Boulevard
27. North Buena Vista Street & SR 134 WB Ramps/Riverside Drive
30. North Hollywood Way SB & North San Fernando Boulevard EB Ramps
32. North San Fernando Boulevard & Cohasset Street
34. San Fernando Boulevard & I-5 SB Ramps
47. Clybourne Avenue & Vanowen Street
48. Vineland Avenue & Vanowen Street
56. San Fernando Road & Strathern Street/Clybourn Avenue

As only mitigations at intersections within the City of Burbank can be considered to reduce the impact below significant, and only mitigations which pass the policy based screening analysis can be implemented, the following intersections would be considered to have significant and unavoidable impacts under Existing conditions:

7. North Hollywood Way & West Victory Boulevard
8. North Hollywood Way & Burbank Boulevard
17. North Buena Vista Street & I-5 NB Ramps (temporary due to construction)
18. North Buena Vista Street & Winona Avenue (temporary due to construction)
19. North Buena Vista Street & San Fernando Boulevard

34. San Fernando Boulevard & I-5 SB Ramps

43. North Victory Place & West Burbank Boulevard (temporary due to construction)

44. Interstate-5 Southbound Off-Ramp/North Front Street & E Burbank Boulevard (temporary due to construction)

48. Vineland Avenue & Vanowen Street

56. San Fernando Road & Strathern Street/Clybourn Avenue

Similarly, the following intersections would be considered to have significant and unavoidable impacts under Future conditions:

6. North Hollywood Way & Avon Street

7. North Hollywood Way & West Victory Boulevard

8. North Hollywood Way & Burbank Boulevard

9. North Hollywood Way & Magnolia Boulevard

11. North Hollywood Way & Alameda Avenue

19. North Buena Vista Street & San Fernando Boulevard

27. North Buena Vista Street & San Fernando Boulevard

34. San Fernando Boulevard & I-5 SB Ramps

47. Clybourne Avenue & Vanowen Street

48. Vineland Avenue & Vanowen Street

56. San Fernando Road & Strathern Street/Clybourn Avenue

Mitigation Conceptual Drawings

Conceptual drawings of mitigations were developed at impacted intersections within the City of Burbank that are not identified as significant and unavoidable. These conceptual drawings are shown in Figure 18 to Figure 22. HCM LOS analysis of the proposed mitigations is shown for informational purposes in Table 17.

TABLE 17
MITIGATION HCM INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	JURISDICTION [1]	PEAK HOUR [2]	Existing (2017)		Existing + Project		Existing + Project + Mitigations		Change in Delay	Future (2024)		Future + Project		Future + Project + Mitigations		Change in Delay
				Delay	LOS	Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	Delay	LOS	
3	N Hollywood Way & Tulare Ave	Burbank	AM	2.5	A	15.2	B	10.5	B	-4.7	9.3	A	43.1	D	19.6	B	-23.5
			PM	4.7	A	58.0	E	18.6	B	-39.4	13.5	B	102.0	F	26.0	C	-76.0
4	N Hollywood Way & Winona Ave	Burbank	AM	6.9	A	7.9	A	7.1	A	-0.8	16.1	B	18.0	B	16.2	B	-1.8
			PM	22.2	C	23.9	C	17.6	B	-6.3	38.3	D	46.6	D	24.4	C	-22.2
5	N Hollywood Way & Thornton Ave	Burbank	AM	24.5	C	24.9	C	21.6	C	-3.3	26.3	C	33.7	C	23.3	C	-10.4
			PM	26.4	C	27.8	C	25.2	C	-2.6	38.4	D	47.2	D	30.5	C	-16.7
27	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	[3]	[3]	[3]	[3]	[3]	[3]	[3]	97.1	F	99.5	F	59.5	E	-40.0
			PM	[3]	[3]	[3]	[3]	[3]	[3]	[3]	129.0	F	135.8	F	59.9	E	-75.9
30	N Hollywood Way SB & N San Fernando Blvd EB Ramps [2]	Burbank	AM	70.2	F	177.3	D	13.1	A	-164.2	231.1	F	424.4	F	[4]	A	-424.4
			PM	13.6	B	16.1	C	8.8	A	-7.3	17.4	C	22.7	C	[4]	A	-22.7
32	N San Fernando Blvd & Cohasset St [2]	Burbank/Los Angeles	AM	[3]	[3]	[3]	[3]	[3]	[3]	[3]	18.0	C	180.7	F	13.7	B	-167.0
			PM	[3]	[3]	[3]	[3]	[3]	[3]	[3]	15.6	C	173.5	F	19.3	B	-154.2
34	San Fernando Blvd & I-5 SB Ramps	Burbank	AM	20.9	C	24.1	C	15.8	B	-8.3	26.4	D	29.1	D	17.4	B	-11.7
			PM	42.7	E	49.8	E	20.8	C	-29.0	63.4	F	67.8	F	23.4	C	-44.4

Notes:

[1] HCM 2010 LOS methodology is only applied to signalized intersections with within the City of Burbank that are not significant and unavoidable. HCM 2000 is applied to stop-controlled intersections.

[2] For two-way stop controlled intersections, the average vehicular delay reported is for the worst case approach

[3] No Existing + Project Impact was found so no mitigation was tested

[4] The Mitigation at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps calls for the creation of a freeflow (uncontrolled) eastbound right turn, resulting in an uncontrolled intersection with no control delay.

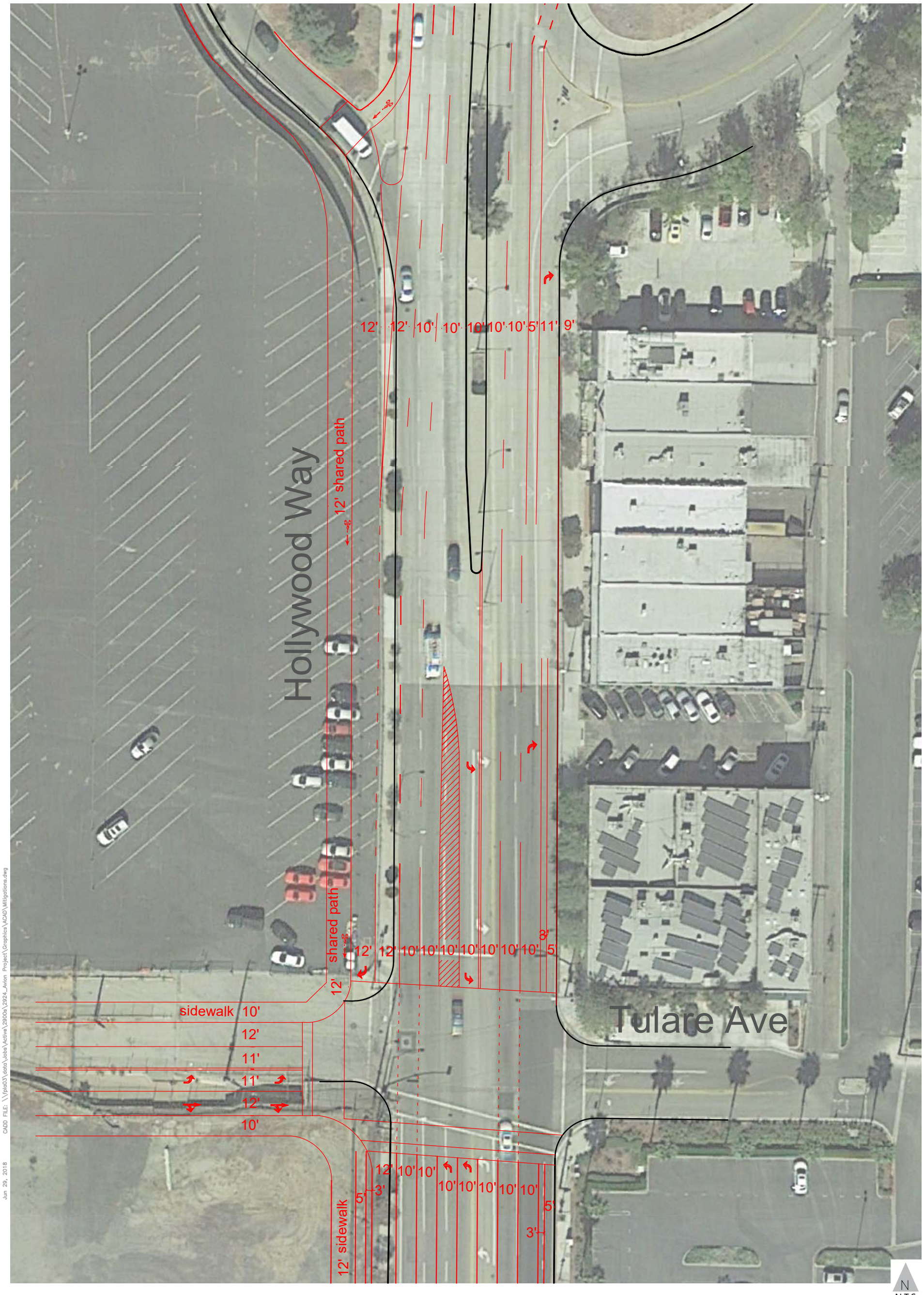
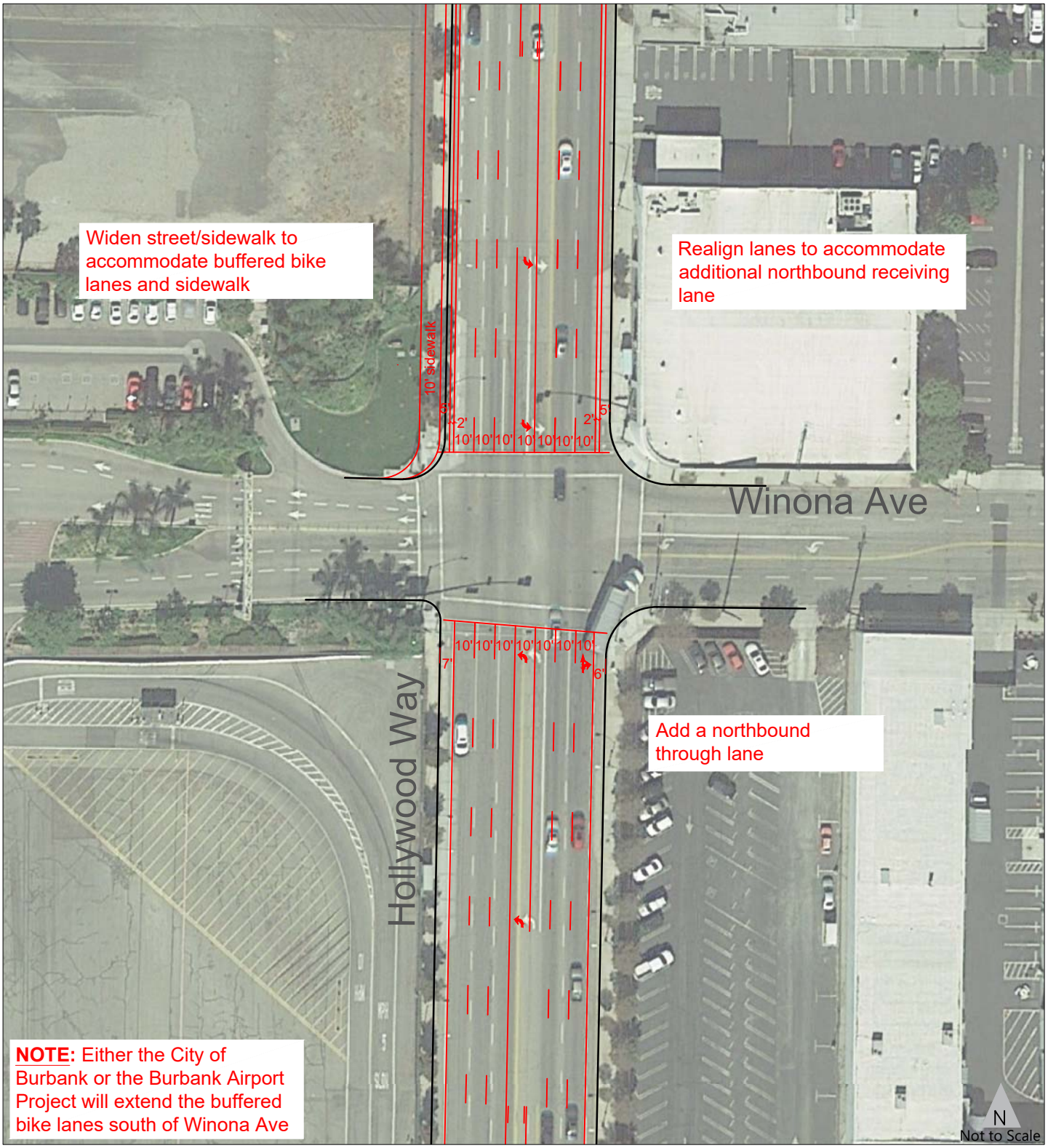


Figure 18

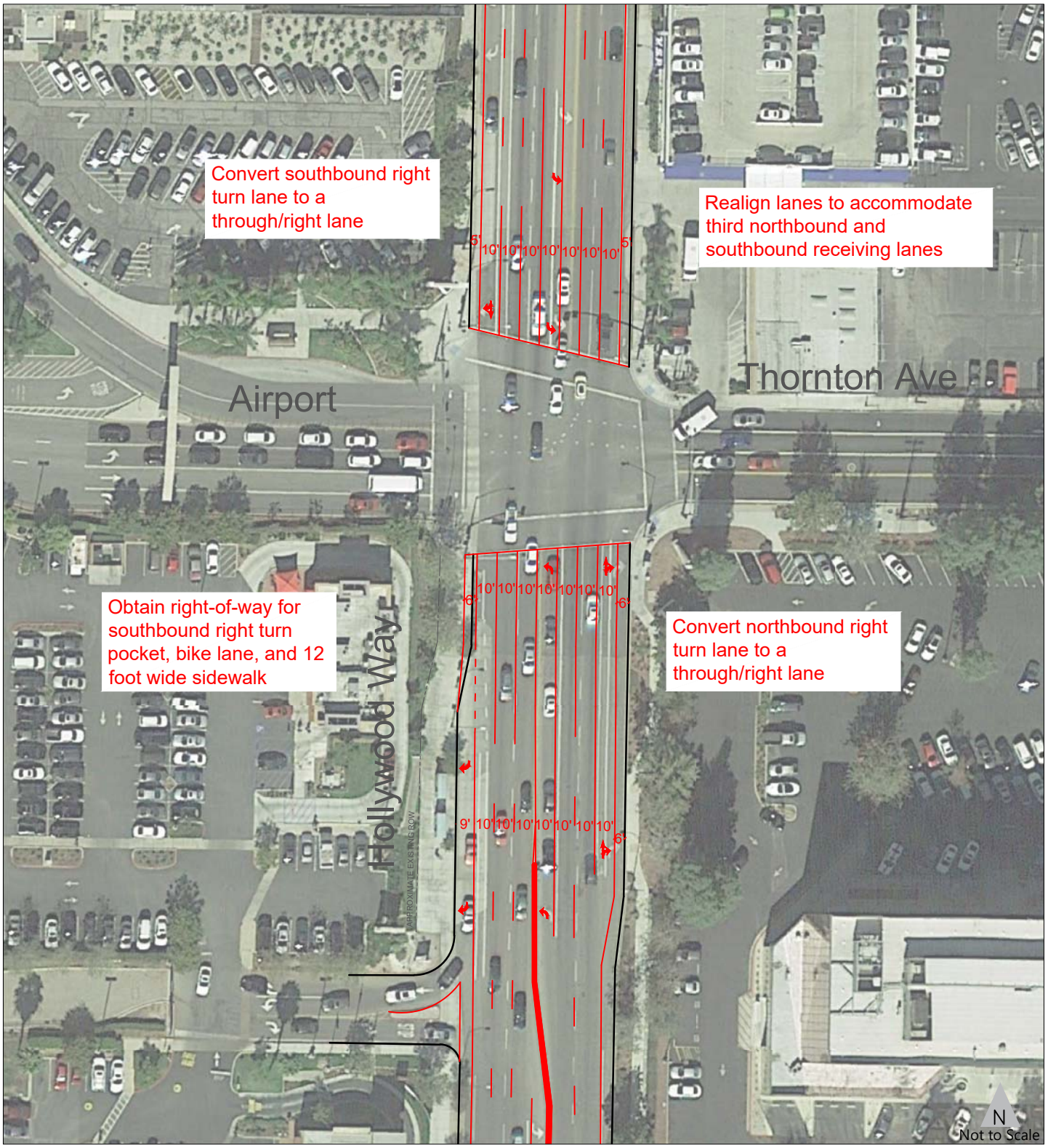
Proposed Mitigation Measure
Hollywood Way & Tulare Avenue
Study Intersection #3



CADD FILE: \\fpla03\data\Jobs\Active\2900s\2924_Avion Project\Graphics\ACAD\Mitigations.dwg
Feb 26, 2018

Figure 19

Proposed Mitigation Measure
Hollywood Way & Winona Avenue
Study Intersection #4



CADD FILE: \\fpla03\data\Jobs\Active\2900s\2924_Avion Project\Graphics\ACAD\Mitigations.dwg
May 22, 2018

Figure 20

Proposed Mitigation Measure
Hollywood Way & Thornton Ave
Study Intersection #5

Figure 21

Proposed Mitigation Measure
Buena Vista Street & Riverside Drive/SR-134
Study Intersection #27

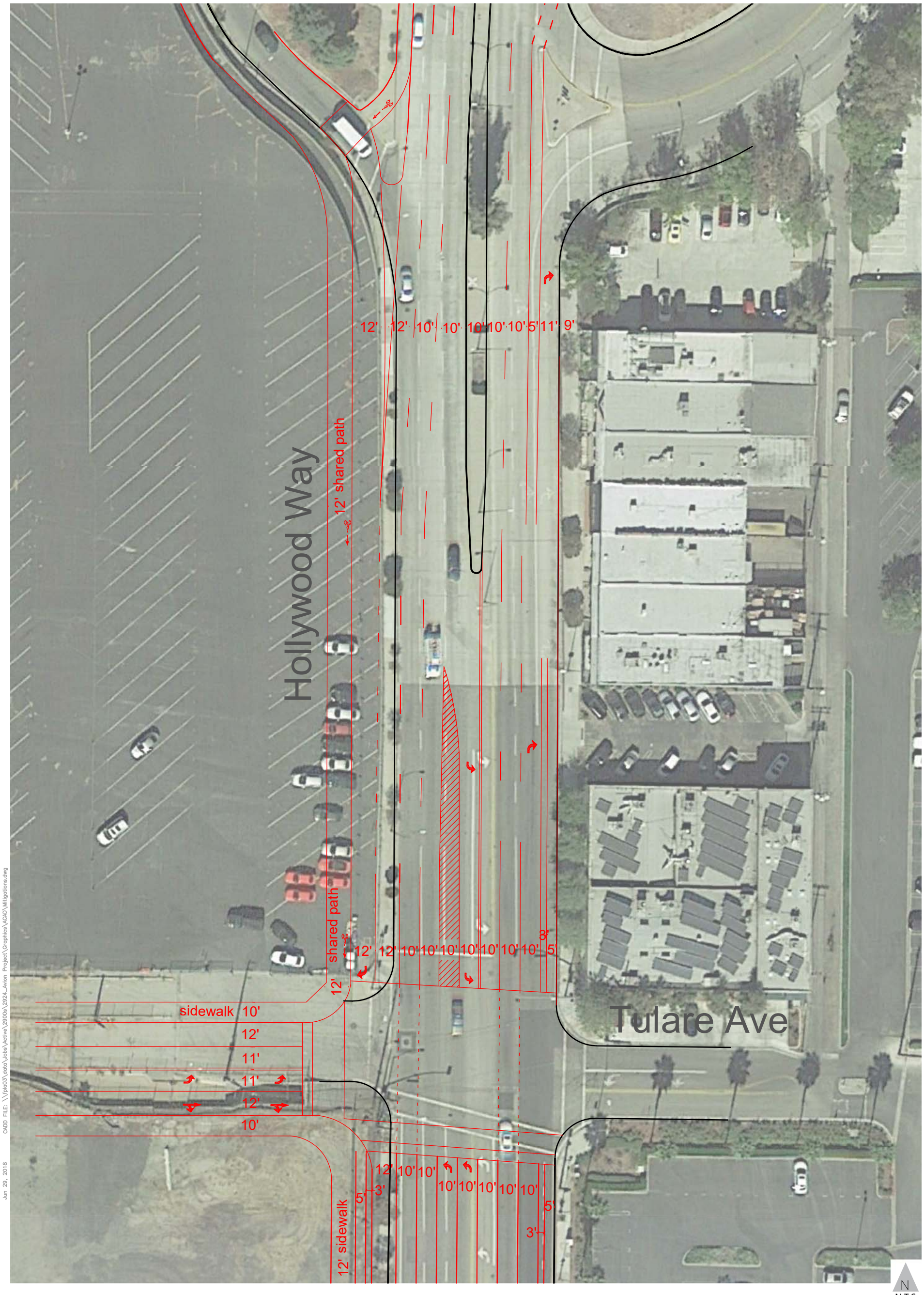


Figure 22

Proposed Mitigation Measure
Hollywood Way & San Fernando Blvd Eastbound Ramps
Study Intersection #30

FREEWAY RAMP QUEUING ADJACENT TO PROJECT SITE

A freeway ramp queuing analysis was conducted at nine freeway ramp terminal intersections under the Existing and Existing plus Project conditions, and at 11 freeway ramp terminal intersections under the Future and Future plus Project conditions. The Synchro traffic analysis software was used to implement the HCM methodology to calculate the 95th percentile queues at and compare them with the available vehicle storage on these ramps. Traffic signal-related information such as phasing and timing plans (minimum green, maximum green, gap, etc.) were obtained from Cities of Burbank and Los Angeles for each location and the morning and evening peak hour traffic volumes from this study were used. Additional detail such as turn pocket lengths and ramp lengths was coded based on scaled distances from on-line aerial photographs. Detailed queue calculations are provided in Appendix D.

Table 18A shows the results of the analysis. Based on the analysis, two ramps would experience queuing greater than the available storage during all four scenarios:

- I-5 Southbound Off-Ramp & Hollywood Way (Intersection 2)
- SR-134 Westbound Off-Ramps & Riverside Drive/Buena Vista Street (Intersection 27)

As both ramps had queues that exceeded the ramp storage in the existing scenarios, there is no project or future impact at these locations. I-5 Southbound Off-Ramp & Hollywood Way was tested with both the existing stop control and with a signal, as shown in Table 18B. With the implementation of the signal at this intersection, queuing does not exceed the ramp storage during any scenarios. SR-134 Westbound Off-Ramps & Riverside Drive/Buena Vista Street was tested with the proposed mitigation for this intersection during the future plus project scenario. This mitigation would convert the existing northbound through/right-turn lane to a through lane and right-turn lane. The northbound approach would therefore be one left-turn lane, two through lanes, and one right-turn lane. With the implementation of this mitigation at this intersection, queuing does not exceed the ramp storage during any scenarios.

As part of the intersection LOS analysis discussed above, a signal was proposed as a mitigation at the I-5 Southbound Off-Ramp & San Fernando Boulevard (Intersection 34). As shown in Table 18A, the queue at this intersection does not exceed the ramp storage in any scenarios with the existing stop control, and is not expected to exceed the storage if a signal were installed at the intersection.

SIGNAL WARRANT ANALYSIS

The City of Los Angeles' Transportation Impact Study Guidelines requires that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device(s). Signal warrant analyses were conducted at three unsignalized intersections that fall within the City of Los Angeles:

2. North Hollywood Way & I-5 SB Off-Ramp
32. North San Fernando Boulevard & Cohasset Street
33. Kenwood Street & Cohasset Street

The results of the analysis are presented in Table 19, and detailed signal warrant analysis sheets are shown in Appendix C. As shown in Table 19, a signal warrant is met at North Hollywood Way & I-5 SB Off-Ramp during all scenarios. Kenwood Street & Cohasset Street does not meet the signal warrant under any of the evaluated scenarios.

TABLE 18A
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES

Intersection Number	Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection			Control	Existing (2016)						Queue Exceeds Storage?	Existing (2016) + Project						Queue Exceeds Storage?
								AM Queue		PM Queue		Sat Midday			AM Queue		PM Queue		Sat Midday		
				Lanes	Move	Length [a]		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane(ft)	Max(ft)		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane(ft)	Max(ft)	
1	I-5 Northbound Off-Ramp	Hollywood Way	860	2	Left	860	Signal	183[b]	183[b]	202	202	148	148	No	266[b]	266[b]	235	235	165	165	No
					Left/Right	180		106		83		78			149		83		91		
2	I-5 Southbound Off-Ramp	Hollywood Way	1,330	2	Left	770	Stop	353	2,128	48	298	78	223	**Yes**	403	2,725	63	438	93	320	**Yes**
					Right	1,330		2,128		298		223			2,725		438		320		
14	SR-134 Eastbound Off-Ramp	Pass Avenue	970	2	Left/Right	970	Signal	408	437	417	417	312	312	No	439	455	419	419	311	311	No
					Right	470		437		326		60			455		338		60		
15	SR-134 Westbound Off-Ramp	Alameda Avenue	1,090	3	Left	250	Signal	331	335	212	215	158	162	No	340	343	215	218	162	164	No
					Left	1,090		335		215		162			343		218		164		
					Right	250		126		14		23			127		14		23		
17	I-5 Northbound Off-Ramp	Buena Vista Street	660	2	Left	320	Signal	245	245	293	293	141	141	No	245	245	293	293	141	141	No
					Right	660		0		0		0			0		0		0		
27	SR-134 Westbound Off-Ramp	Riverside Drive & Buena Vista Street	840	3	Left	250	Signal	925[b]	925[b]	118	430	97	356	**Yes**	926[b]	926[b]	119	437	97	363	**Yes**
					Through	840		823[b]		430		356			853[b]		437		363		
					Through/Right	250		823[b]		430		356			853[b]		437		363		
34	I-5 Southbound Off-Ramp	San Fernando Blvd	1,330	2	Left	220	Stop	105	105	98	98	98	98	No	108	108	100	100	98	98	No
					Left/Right	1,330		48		43		48			50		45		48		
44	I-5 Southbound Off-Ramp	Burbank Blvd	1,140	3	Left	720	Signal	262	398	394	394	345	452[b]	No	262	398	394	394	345	452[b]	No
					Through/Left	1,140		267		391		338			267		391		338		
					Right	720		398		389		452[b]			398		389		452[b]		
45	I-5 Northbound Off-Ramp	Burbank Blvd	740	2	Right		Signal	36	36	184	184	175	175	No	36	36	184	184	175	175	No
					Right	740															

Intersection Number	Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection			Control	Future(2024)						Queue Exceeds Storage?	Future (2024) + Project						Queue Exceeds Storage?
								AM Queue		PM Queue		Sat Midday			AM Queue		PM Queue		Sat Midday		
				Lanes	Move	Length [a]		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max(ft)		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max(ft)	
1	I-5 Northbound Off-Ramp	Hollywood Way	860	2	Left	860	Signal	206[b]	206[b]	206	206	155	155	No	281[b]	281[b]	238	237	178[b]	178[b]	No
					Left/Right	180		114		83		85			156		83		97		
2	I-5 Southbound Off-Ramp	Hollywood Way	1,330	2	Left	770	Stop	460	2,803	83	513	123	403	**Yes**	497	3,390	105	708	143	560	**Yes**
					Right	1,330		2,803		513		403			3,390		708		560		
14	SR-134 Eastbound Off-Ramp	Pass Ave	970	2	Left/Right	970	Signal	835[b]	910[b]	874[b]	874[b]	343	343	No	890[b]	929[b]	880[b]	880[b]	347	347	No
					Right	470		910[b]		626[b]		122			929[b]		650[b]		127		
15	SR-134 Westbound Off-Ramp	Alameda Avenue	1,090	3	Left	250	Signal	530[b]	534[b]	275	277	182	185	No	544[b]	548[b]	280	282	184	186	No
					Left	1,090		534[b]		277		185			548[b]		282		186		
					Right	250		188		29		29			191		29		29		
17	I-5 Northbound Off-Ramp	Buena Vista Street	660	2	Left	320	Signal	340	340	313	313	202	202	No	340	340	313	313	202	202	No
					Right	660		0		0		0			0		0		0		
27	SR-134 Westbound Off-Ramp	Riverside Drive & Buena Vista Street	840	3	Left	250	Signal	1185[b]	1,185[b]	242[b]	493	163	410	**Yes**	1187[b]	1,187[b]	247[b]	502	164	415	**Yes**
					Through	840		1146[b]		493		410			1175[b]		502		415		
					Right	250		1146[b]		493		410			1175[b]		502		415		
34	I-5 Southbound Off-Ramp	San Fernando Blvd	1,330	2	Left	220	Stop	125	125	108	108	38	38	No	130	130	110	110	40	40	No
					Left/Right	1,330		55		48		20			55		48		20		
41	I-5 Southbound Off-Ramp [e]	Empire Ave	1,800	3	Left	200	Signal	47	47	49	49	81	81	No	47	47	49	49	81	81	No
					Through/Left	1,800		47		49		81			47		49		81		
					Right	500		29		15		28			29		15		28		
42	I-5 Northbound Off-Ramp [e]	Empire Ave	650	3	Left	350	Signal	122	122	229[b]	229[b]	233[b]	233[b]	No	143	143	243[b]	243[b]	245[b]	245[b]	No
					Through/Left	650		121		223[b]		227[b]			142		236[b]		237[b]		
					Right	350		21		94		86			21		94		86		
44	I-5 Southbound Off-Ramp	Burbank Blvd	1,140	3	Left	720	Signal	290	340	564[b]	564[b]	536[b]	536[b]	No	290	340	564[b]	564[b]	536[b]	536[b]	No
					Left	720		290		564[b]		536[b]			290		564[b]		536[b]		
					Through	1,140		340		264		185			340		264		185		
					Right	720		253		225		188			253		225		188		
45	I-5 Northbound Off-Ramp	Burbank Blvd	740	2	Right	740	Signal	210	210	166	381[b]	165	340[b]	No	211	211	168	381[b]	166	340[b]	No
					Through	740		204		165		165			206		165		166		
					Right	740		132		381[b]		340[b]			132		381[b]		340[b]		

[a]: Storage lengths determined based on scaled distances from on-line aerial photographs.
[b]: 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

TABLE 18B

PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES WITH MITIGATION

Intersection Number	Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection			Control	Existing (2016) + Project + Signal						Queue Exceeds Storage?
								AM Queue		PM Queue		Sat Midday		
				Lanes	Move	Length [a]		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane(ft)	Max(ft)	
2	I-5 Southbound Off-Ramp	Hollywood Way	1,330	2	Left/Right Right	770 1,330	Signal	71 1010[b]	1010[b]	74 627[b]	627[b]	53 361[b]	361[b]	No
27	SR-134 Northbound Off-Ramp	Riverside & Buena Vista	840	3	Left Through Right	250 840 250	Signal	483 440 95	483	89 334 10	334	97 286 52	286	No

Intersection Number	Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection			Control	Cumulative (2024) + Project + Signal						Queue Exceeds Storage?
								AM Queue		PM Queue		Sat Midday		
				Lanes	Move	Length [a]		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max(ft)	
2	I-5 Southbound Off-Ramp	Hollywood Way	1,330	2	Left/Right Right	770 1,330	Signal	74 1179[b]	1179[b]	67 813[b]	813[b]	56 466[b]	466[b]	No
27	SR-134 Northbound Off-Ramp	Riverside & Buena Vista	840	3	Left Through Right	250 840 250	Signal	800 [b] 566 254	800 [b]	161 470 [b] 38	470 [b]	164 323 56	323	No

[a]: Storage lengths determined based on scaled distances from on-line aerial photographs.

[b]: 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

TABLE 19
INTERSECTION SIGNAL WARRANT ANALYSIS

NO.	Name	Existing (2017) Warrant Met?			Existing (2017) plus Project Warrant Met?			Future (2024) Warrant Met?			Future (2024) plus Project		
		AM	PM	MD	AM	PM	MD	AM	PM	MD	AM	PM	MD
2	N Hollywood Way & I-5 SB Off-Ramp	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**
32	N San Fernando Blvd & Cohasset St	NO	NO	NO	NO	NO	NO	NO	NO	NO	**YES**	**YES**	NO
33	Kenwood St & Cohasset St	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

TRANSIT SYSTEM PROJECT IMPACTS

This section discusses impacts related to the transit system. This section evaluates whether impacts could include disruptions to existing transit service, interference with planned transit facilities, conflict with adopted transit system plans, guidelines, policies, or standards, or create demand for public transit above the available capacity. The warrant is met at North San Fernando Boulevard & Cohasset Street only under the Future plus Project conditions in the PM peak hour.

Disruptions to Existing Transit Service

Significance Criteria

A significant impact would occur if a project or project-related mitigation disrupts existing transit services or facilities. This includes disruptions on transit streets caused by proposed project driveways, impacts to transit stops/shelters, and impacts to transit operations from traffic improvements proposed or resulting from a project.

Project Impact

Bus stops, with ADA-accessible sidewalks and curb ramps that provide access to the bus stops unless otherwise noted, exist at the intersections below:

(1) North San Fernando Boulevard & Lockheed Drive (SB)
(2) North San Fernando Boulevard & Lockheed Drive (NB) – Absence of ADA accessible sidewalks and curb ramps
(3) North San Fernando Boulevard & Cohasset Street (SB)
(4) North San Fernando Boulevard & Cohasset Street (NB) - Absence of ADA accessible sidewalks and curb ramps
(5) North San Fernando Boulevard & Hollywood Way (SB)
(6) North San Fernando Boulevard & Hollywood Way (NB) - Absence of ADA accessible sidewalks and curb ramps
(7) Hollywood Way & Tulare Avenue (SB)
(8) Hollywood Way & Winona Avenue (SB)
(9) Hollywood Way & Winona Avenue (NB)

The project is not anticipated to impact transit circulation on the above streets. Therefore, the impact is less than significant.

Interference with Planned Transit Services

Significance Criteria

A significant impact occurs if a project interferes with planned transit services or facilities.

Project Impact

Based on a review of available documents, including BurbankBus's website and Metro's *Long Range Transportation Plan* (2009), there are no planned transit services that would be impacted by the development of the project site. The project will reserve 40 parking spaces to be used by the Burbank

Airport-North Metrolink Station, which is currently under construction and will be located adjacent to the project on San Fernando Boulevard. Therefore, the impact is less than significant.

Inconsistencies with Adopted Transit System Plans, Guidelines, Policies, or Standards

Significance Criteria

A significant impact occurs if a project conflicts or creates inconsistencies with adopted transit system plans, guidelines, policies, or standards.

Project Impact

The Burbank2035 General Plan Mobility Element includes policies supporting the development of alternative transportation programs. Key goals and objectives described by the Mobility Element are to:

- Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.
- Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas

In addition, increased transit usage is a key goal of regional transportation plans and policies:

- The SCAG *Regional Transportation Plan* (2016) includes specific goals of sustainable mobility. As noted in the comment letter from SCAG, this includes plans to reduce energy consumption and promote transit-friendly development.
- The SCAG *Regional Comprehensive Plan* (2008) includes an adopted policy supporting local jurisdiction programs that encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bicycle.

The proposed project will not result in any significant impacts to increased transit usage. Therefore, the impact is less than significant.

BICYCLE NETWORK PROJECT IMPACTS

This section reviews project-related impacts on the bicycle network in the study area. Potential impacts include disruptions to existing facilities, interference with planned facilities, and conflicts with adopted plans, guidelines, policies, or standards relating to bicycles.

Disruptions to Existing Facilities

Significance Criteria

A significant impact occurs if a project disrupts existing bicycle facilities.

Project Impact

Bicycle facilities within the study area include on-street bicycle lanes on North Hollywood Way, Victory Boulevard and Verdugo Avenue. The physical mitigation proposed at Hollywood Way and Tulare Avenue is

not wide enough to fit within the existing curb-to-curb space and still maintain the bikeway on Hollywood Way, and the introduction of additional travel lanes beyond those identified in the Burbank General Plan further impacts use of the street by cyclists. In order to avoid creating a significant impact, this mitigation must be implemented by widening the street to maintain the bicycle lanes and to convert the bicycle lanes to buffered bicycle lanes to offset the impact caused by adding additional travel lanes.

Interference with Planned Bicycle Facilities

Significance Criteria

A significant impact occurs if a project interferes with planned bicycle facilities. This includes failure to dedicate rights-of-way for planned on- and off-street bicycle facilities included in an adopted Bicycle Specific Plan or to contribute towards construction of planned bicycle facilities along the project frontage.

Project Impact

Bicycle facilities planned within the study area include on street bike lanes along Vanowen Street, and a multi-use trail adjacent to San Fernando Boulevard.

Neither the project nor planned mitigations would interfere with the planned facilities. Thus, the project impact is not significant.

Conflicts with Adopted Bicycle Plans, Guidelines, Policies, or Standards

Significance Criteria

A significant impact occurs if the project conflicts or creates inconsistencies with adopted bicycle system, plans, guidelines, policies, or standards.

Project Impact

In 2009, the City of Burbank adopted a Bicycle Master Plan. The Bicycle Master Plan recognized the importance of the bicycle as a viable means of transportation, and provides specific recommendations for facilities and programs for the next 25 years. Policy 2 of the Bicycle Master Plan requires that the City provide bicycle-friendly connections to major employment centers. The project is creating a new public extension of Tulare Street into the project that will include on-street bicycle facilities, and is providing a mixed-use bicycle and pedestrian path to connect cyclists from the Burbank Airport North Metrolink Station and the planned San Fernando Bikeway to the project. With the inclusion of these design features, the project does not conflict with or create inconsistencies with adopted bicycle system, plans, guidelines, policies, or standards. Therefore, this impact is less than significant.

PEDESTRIAN NETWORK PROJECT IMPACTS

This section reviews project-related impacts on the pedestrian network in the study area. Potential impacts include disruptions on existing facilities, interference with planned facilities, and conflicts with adopted plans, guidelines, policies, or standards relating to pedestrians.

Disruptions to Existing Facilities

Significance Criteria

A significant impact occurs if a project disrupts existing pedestrian facilities. This can include adding new vehicular, pedestrian, or bicycle traffic at locations experiencing pedestrian safety concerns including: reduction in the number of pedestrian-acceptable gaps at unsignalized crossings or queues spilling back through pedestrian crossings.

Project Impact

Pedestrian walkways exist within the study area along Hollywood Way, San Fernando Boulevard and Cohasset Street. The pedestrian network will be maintained along these ways, and sidewalks will be widened to the widths described in the Burbank2035 General Plan Mobility Element. The project's connection to the future Burbank Airport North Metrolink Station will introduce new pedestrian trips that will be required to cross San Fernando Boulevard at an unsignalized location. Because of the high speeds of this street and the increased pedestrian activity at this location caused by the project, The project creates a significant impact at this location.

Project Impact Mitigation

Project pedestrian trips travelling between the Metrolink Station and the project site would likely cross San Fernando Boulevard at the intersection of San Fernando Blvd / Cohasset Street. To mitigate the pedestrian network impact at this location, the intersection should be signalized to include a signalized crossing for both pedestrians and bicyclists to access the north-south mixed-use path. This traffic signal is also identified as a Cumulative Project traffic impact; therefore to mitigate the project pedestrian network impact this mitigation should be constructed prior to project opening.

Interference with Planned Pedestrian Facilities

Significance Criteria

A significant impact occurs if a project interferes with planned pedestrian facilities. In existing or planned urbanized areas, main streets, or pedestrian districts, this can include impacts to the quality of the walking environment.

Project Impact

No planned pedestrian facilities would be affected by the project. The project impact is less than significant.

Conflicts with Adopted Pedestrian Plans, Guidelines, Policies, or Standards

Significance Criteria

A significant impact occurs if a project conflicts or creates inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.

Project Impact

The project does not conflict with adopted pedestrian system plans, guidelines, policies, or standards.

6. PARKING AND SITE CIRCULATION ANALYSIS

This chapter presents an analysis of the parking supply and access system proposed by the project. Based on a combination of the applicable code requirements as specified by the City of Burbank, the parking need was estimated. Issues relating to the project's proposed site access scheme were also evaluated.

CITY OF BURBANK PARKING CODE REQUIREMENTS

The parking analysis for the proposed project compared the proposed parking supply to the requirements of the City of Burbank Municipal Code (Code). According to the Code, a proposed development project is required to provide an adequate supply of parking spaces based on the proposed land uses on the site. The proposed project is considered to have a significant parking impact if the proposed parking supply is below that specified by the Code.

The project would provide a total of 2,309 parking spaces in surface lots throughout the project site, of which 40 are set aside for the planned Metrolink station adjacent to the site. This leaves a total of 2,269 spaces for on-site uses.

The project involves the development of 142,250 sf of general office, 1,014,887 sf of industrial park, a 166-room hotel, 7,740 sf of retail space, and 7,740 sf of restaurant space. Table 20 provides a summary of the City of Burbank parking code requirements for the project by land use. Based on City of Burbank code requirements, the project requires 1,711 parking spaces. This is 558 spaces less than the proposed parking supply.

SITE ACCESS AND CIRCULATION

As shown in Figure 2, the proposed project includes constructing two public city streets to provide access to the project. This includes an extension of Tulare Avenue from Hollywood Way to the western project boundary, and an extension of Kenwood Street from its current terminus just south of Cohasset Street south to an intersection with the extension of Tulare Avenue. Under the Future plus Project scenario, Tulare Avenue is assumed to be connected with the new airport terminal. All project driveways shown in Figure 2 would be maintained with this new connection, and Tulare Avenue will be extended west beyond the project boundary to connect with the new airport terminal.

East/west internal circulation within the project site is provided primarily along Tulare Avenue, and main north/south circulation is provided along Kenwood Street. Vehicle circulation is also provided directly between parking lots with multiple driveways serving each building. Sidewalks are provided along Kenwood Street and Tulare Avenue within the site, and along Hollywood Way and portions of San Fernando Boulevard at the perimeter of the site. Tulare Avenue and Kenwood Street provide one travel lane in each direction and a center left-turn lane. Tulare Avenue will also include Class II bike lanes within the project site. Cross sections for Tulare Avenue and Kenwood Street are shown in Figure 23 and Figure 24.

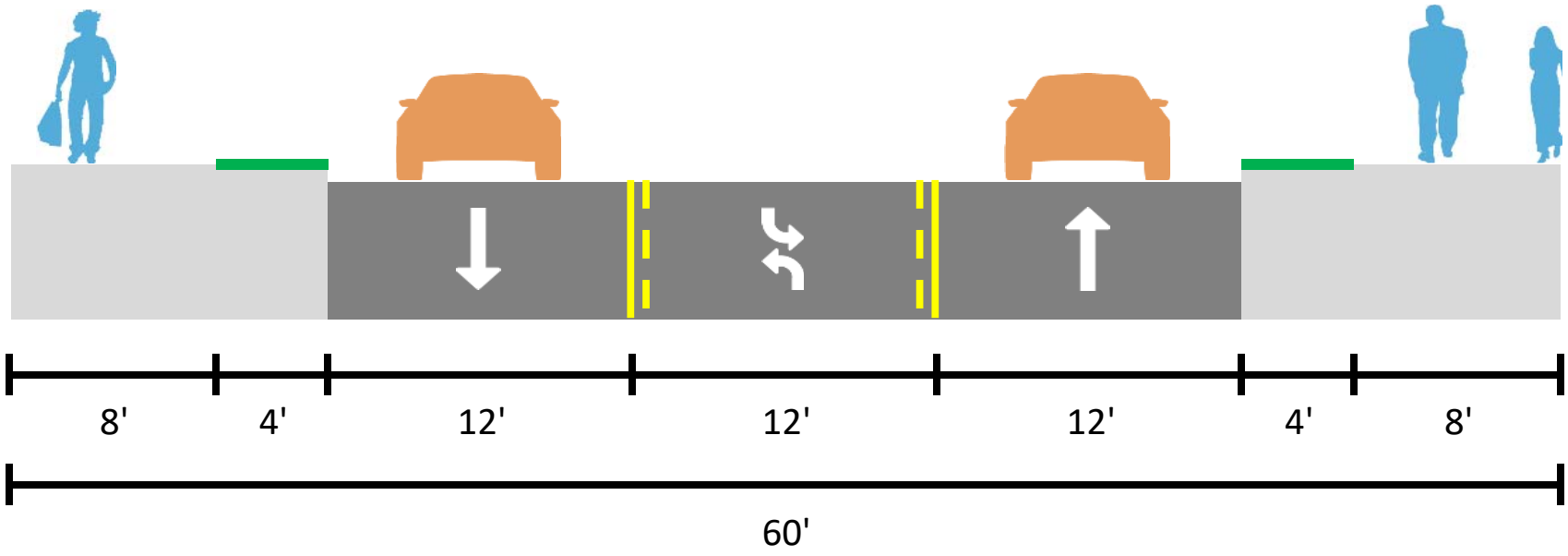


Figure 23

Proposed Cross Section for Kenwood Street

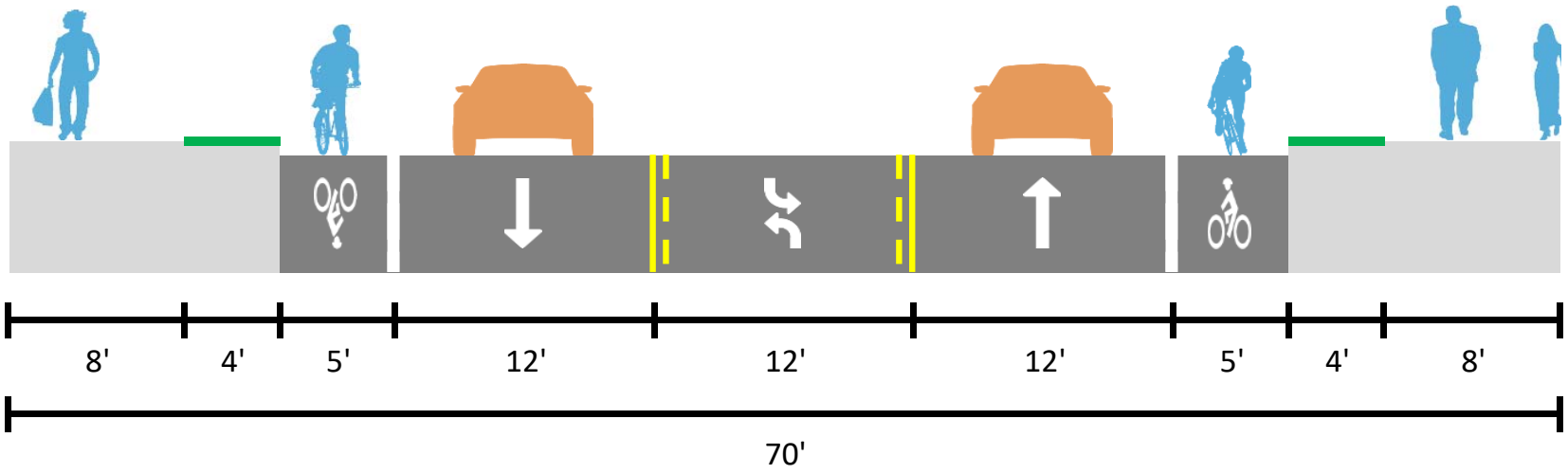


Figure 24

Proposed Cross Section for Tulare Avenue

A six foot wide multi-use trail runs north/south through the center of the site to connect the project to the future Burbank Airport – North Metrolink Station and the future San Fernando Bikeway. The six-foot width is insufficient to accommodate two way bicycle travel and pedestrian travel; therefore this path should be widened to a minimum of 12 feet as identified in the Caltrans Highway Design Manual.

As discussed above, the intersection of San Fernando Boulevard & Cohasset Street is proposed to be signalized to mitigate an impact during the future plus project scenario. Signalization of this intersection prior to project opening will provide an opportunity to provide a safe crossing of San Fernando Boulevard for the multi-use trail and will mitigate the pedestrian network impact identified above. The crossing should provide clear pavement markings and direction for where bicycles and pedestrians should cross.

There is a gap in the multi-use trail at Tulare Avenue where the trail shifts laterally. To connect these two segments of trail, pedestrians should be directed to use the sidewalks on either side of Tulare Avenue, and a combination of signage, pavement markings, and median refuge island should be installed to create a safe crossing and direct pedestrians across Tulare. To accommodate cyclists, the project should upgrade the Class II bicycle lanes on Tulare between the two multi-use trails to raised, separated Class IV bicycle lanes between the two multi-use trails. Cyclists using the path should be directed to use the raised Class IV lanes and a combination of signage and pavement markings should be installed to direct them across Tulare and back to the path.

Where the trail or any pedestrian path of travel crosses driveways, continental crosswalks and signage should be used to alert drivers that pedestrians and bicyclists may be present.

The major access point to the site, North Hollywood Way & Tulare Avenue (Intersection #3), is currently signalized, and will remain signalized in the future. LOS for the signalized driveway is provided in Table 6 and Table 11. Access to individual buildings are provided by unsignalized driveways on Hollywood Way, San Fernando Boulevard, Tulare Avenue, and Kenwood Street. There are no turn restrictions at any driveways with the exception of D3 and D4 (the two unsignalized driveways on Hollywood Way) where left turns out of the driveway are prohibited. Table 21 provides the LOS results at the proposed driveways and new internal intersection of Tulare Avenue & Kenwood Street. The driveways are labeled as described below, and shown in Figure 25:

D1 Western-most unsignalized driveway on San Fernando Boulevard

D2 Eastern-most unsignalized driveway on San Fernando Boulevard

D3 Northern-most unsignalized driveway on Hollywood

D4 Southern-most unsignalized driveway on Hollywood

D5 Building 5/Building 4 & Tulare Avenue

D6 Kenwood Street & Building 6 northern-most driveway

D7 Kenwood Street & Building 6 second northern-most driveway

D8 Kenwood Street & Building 5

D9 Kenwood Street & Building 6 second southern-most driveway

D10 Kenwood Street & Building 6 southern-most driveway

D11 Kenwood Street & Tulare Avenue

D12 Building 3 and Building 4 & Tulare Avenue

D13 Building 6 & Tulare Avenue

D14 Building 1 and 3 and Retail/Office/Hotel & Tulare Avenue

All unsignalized driveways operate at LOS D or better. All driveways are assumed to be side-street stop-controlled. At the intersection of Kenwood Street & Tulare Avenue, Kenwood Street is assumed to be stop-controlled. Based on the LOS results shown in Table 21, the internal circulation are expected to operate well using the street designs shown in Figure 23 and Figure 24 and the driveway configuration shown in Figure 25. The intersection of Kenwood Street & Tulare Avenue is expected to operate at LOS A during the Existing plus Project scenario, and LOS B during the Future plus Project scenario (which includes airport traffic), which represent excellent and very good level of service, respectively.

The site plan shows five driveways along Kenwood Street providing access to Building 5 and Building 6 (D6-10). Driveway D9 is aligned with a central loading dock for Building 6, within close proximity but not aligned with the driveway for Building 5 (D8). Given the relatively low volumes expected to use each of these driveways the proposed alignment is not expected to cause operational issues. However, D8 and D9 should be aligned to improve vehicle operations.

Driveway lane configurations, turning movement volumes, and LOS worksheets for driveways are provided in Appendix E.

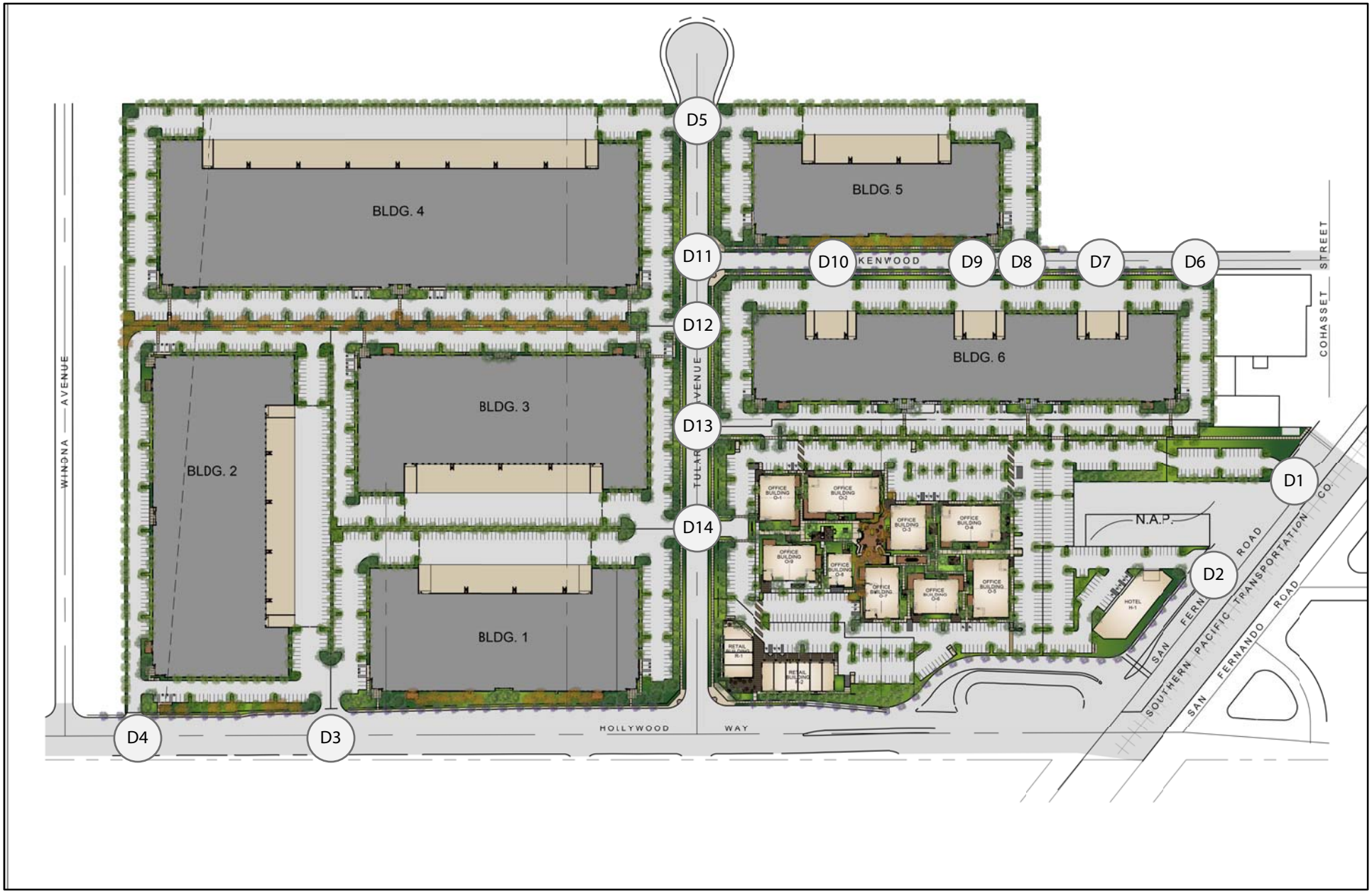


Figure 25

Driveway Locations

TABLE 20
VEHICLE PARKING SPACES REQUIRED BY CITY CODE

	Code Requirement	Project Size	Required Vehicle Spaces
Offices - General	3 spaces/ ksf [a]	142.3 ksf	427
General - retail	3.3 spaces/ ksf [a]	7.7 ksf	26
Restaurant	10 spaces/ ksf [a]	7.7 ksf	77
Warehouses and buildings used in whole or in part for storage purposes.	1 spaces/ ksf [a]	1,014.9 ksf	1,015
Hotels and motels	1 spaces/ room [a]	166 room	166
Total Project			**1,711**
Total on-site Supply			*2,309*
Metrolink Parking Supply			40
On-site Parking Supply			**2,269**
On-site Surplus/(Shortfall)			558

Notes:

[a] City of Burbank Municipal Code 10-1-1408

TABLE 21
DRIVEWAY LEVEL OF SERVICE

NO.	INTERSECTION	INTERSECTION CONTROL	PEAK HOUR	Existing (2017) + Project		Future (2024) + Project	
				Delay	LOS	Delay	LOS
D1	San Fernando Rd Driveway 1 (west)	TWSC	AM	15.8	C	17.8	C
			PM	12.8	B	14.3	B
			WKEND	11.4	B	12.1	B
D2	San Fernando Rd Driveway 2 (east)	TWSC	AM	15.8	C	17.8	C
			PM	12.8	B	14.3	B
			WKEND	11.4	B	12.1	B
D3	Hollywood Way Driveway 3 (north)	TWSC	AM	25.7	D	32.8	D
			PM	12.1	C	13.3	C
			WKEND	12.1	C	13.3	C
D4	Hollywood Way Driveway 4 (south)	TWSC	AM	23.8	D	30.3	D
			PM	11.7	C	12.8	C
			WKEND	11.9	C	12.1	C
D5	Building 5/Building 4 & Tulare Avenue	TWSC	AM	9.1	A	11.2	B
			PM	9.1	A	11.8	B
			WKEND	8.8	A	10.8	B
D6	Kenwood Street & Building 6 North	TWSC	AM	8.5	A	8.5	A
			PM	9.4	A	9.6	A
			WKEND	8.7	A	8.8	A
D7	Kenwood Street & Building 6 North Middle	TWSC	AM	8.5	A	8.5	A
			PM	9.3	A	9.5	A
			WKEND	8.7	A	8.8	A
D8	Kenwood Street & Building 5	TWSC	AM	9.9	A	10.0	B
			PM	10.1	B	10.4	B
			WKEND	9.3	A	9.4	A
D9	Kenwood Street & Building 6 South Middle	TWSC	AM	8.6	A	8.6	A
			PM	9.2	A	9.4	A
			WKEND	8.7	A	8.7	A
D10	Kenwood Street & Building 6 South	TWSC	AM	8.6	A	8.6	A
			PM	9.1	A	9.4	A
			WKEND	8.7	A	8.7	A
D11	Kenwood Street & Tulare Avenue	TWSC	AM	9.2	A	11.5	B
			PM	9.7	A	12.1	B
			WKEND	9.1	A	10.9	B
D12	Building 3 and 4 & Tulare Avenue	TWSC	AM	9.4	A	10.8	B
			PM	9.7	A	11.9	B
			WKEND	9.0	A	10.2	B
D13	Building 6 & Tulare Avenue	TWSC	AM	10.1	B	12.7	B
			PM	10.9	B	14.9	B
			WKEND	9.5	A	11.8	B
D14	Building 1 and 3 and Retail/Office/Hotel & Tulare Avenue	TWSC	AM	12.3	B	17.0	C
			PM	14.9	B	25.0	C
			WKEND	10.7	B	13.6	B

Notes:

TWSC Two-way stop controlled intersections

[1] Unsignalized intersections within the City of Burbank are analyzed win Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach).

7. CONGESTION MANAGEMENT PROGRAM ANALYSIS

This section presents an analysis of potential impacts on the regional transportation system. This analysis was conducted in accordance with the procedures outlined in the Los Angeles County Congestion Management Program (CMP). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

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

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when a certain threshold is exceeded. If the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$), a significant impact would occur. If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$).

ARTERIAL MONITORING ANALYSIS

None of the study area intersections are CMP arterial monitoring locations. The CMP arterial monitoring stations closest to the proposed project site are located at Victory Boulevard & Woodman Avenue (approximately six miles west of the project site) and Ventura Boulevard & Lankershim Boulevard (approximately five miles south of the project site). Based on the Project trip distribution and trip generation, the Project is not expected to add 50 peak hour vehicle trips through the CMP arterial monitoring station. Project trips are anticipated to disperse among the transportation network due to the extended distance between the project site and the monitoring station and less than 3% of project trips (or a maximum of 34 trips) are expected at these CMP monitoring stations. The proposed project is not expected to add enough new traffic to exceed the arterial analysis criteria of 50 vehicle trips at the above-mentioned location. Therefore, no further CMP arterial analysis is required.

FREEWAY ANALYSIS

Regional access to the project site is provided by Interstate 5, State Route (SR) 170, and SR 134 Freeways. Interstate 5 lies approximately 0.5 miles north and east of the site, State Route 170 lies approximately four miles to the west of the site, and SR-134 lies approximately 3.5 miles south of the site. The CMP freeway monitoring stations closest to the project site include the following:

- I-5 Freeway at Osborne Street, north of SR-170 (approximately six miles north of the site)

- I-5 Freeway north of Burbank Boulevard Burbank Ramps (approximately three miles from the site)
- I-5 Freeway south of Colorado Boulevard Exit (approximately seven miles from the site)
- SR-134 at Forman Avenue (approximately four miles from the site)
- SR-134 east of Central Avenue (approximately eight miles from the site)
- SR-170 south of Sherman Way (approximately three miles from the site)

Based on the project distribution patterns shown in Figure 7 and the trip generation estimates shown in Table 5, approximately 30% of project traffic is expected to travel through the monitoring station at Interstate-5 Freeway north of Burbank Boulevard Burbank Ramps. For all other monitoring stations, fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, so no further analysis of the freeway segments is required for CMP purposes. Table 22 shows the Freeway Mainline Demand Analysis using the methodology outlined in the CMP, and shows that an impact would occur in both the existing plus project and future plus project scenarios on Interstate 5 at Burbank Boulevard.

The CMP states that the "final selection of mitigation measures remains at the discretion of the lead agency", in this case the City of Burbank. Mitigation can be accomplished through either a project contribution to a planned regional improvement, or through Transportation Demand Management (TDMs) programs. TDM measures that could reduce the impact below significant and unavoidable include parking management strategies, parking cash-out, transit fare subsidies, and rideshare or shuttle programs. However, as there is not currently a TDM plan in place for the project, the impacts would remain significant and unavoidable. The appropriate physical mitigation for this impact would be to widen Interstate 5 to add capacity. However, due to the scale of the project and the cost of any potential mitigation, and because the freeway is in the process of being widened now with no plans for future widening, the impact is considered to be significant and unavoidable.

REGIONAL TRANSIT IMPACT ANALYSIS

Potential increases in transit person trips generated by the proposed project were estimated. Appendix B-4 of the 2010 CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. Appendix B-4 of the 2004 CMP recommends observing the fixed-route local bus services within ¼ mile of the project site and express bus routes and rail service within two miles of the project site.

The project site is served by a high level of public transit. Table 22 shows the various transit routes providing service in the study area. The project is located approximately 0.9 miles from the existing Bob Hope Airport Metro Link Station and immediately adjacent to the future Metrolink Station on North San Fernando Boulevard at Hollywood Way. Three Local Metro bus routes have a bus stop adjacent to the project site.

TABLE 22
CMP FREEWAY MAINLINE ANALYSIS

							Base Demand 2009			Existing Without Project 2017			Existing With Project 2017					Future Without Project 2024			Future With Project 2024				
CMP Station	Freeway Route	Post Mile	Location			Existing Capacity	Demand	D/C	LOS	Demand	D/C	LOS	Demand	D/C	LOS	Change in D/C	Impact	Future Capacity [a]	Demand	D/C	LOS	Demand	D/C	LOS	Change in D/C	Impact?
1005	5	25.5	s/o Colorado Bl Ext	NB	AM	10,000	10,200	1.02	F(0)	10,547	1.05	F(0)	10,670	1.07	F(0)	0.012	NO	10,000	10,812	1.08	F(0)	10,935	1.09	F(0)	0.012	NO
				NB	PM	10,000	13,000	1.30	F(1)	13,442	1.34	F(1)	13,491	1.35	F(1)	0.005	NO	10,000	13,780	1.38	F(1)	13,829	1.38	F(1)	0.005	NO
				SB	AM	10,000	13,900	1.39	F(2)	14,373	1.44	F(2)	14,402	1.44	F(2)	0.003	NO	10,000	14,734	1.47	F(2)	14,764	1.48	F(2)	0.003	NO
				SB	PM	10,000	11,500	1.15	F(0)	11,891	1.19	F(0)	12,034	1.20	F(0)	0.014	NO	10,000	12,190	1.22	F(0)	12,333	1.23	F(0)	0.014	NO
1006	5	29.97	Burbank Bl	NB	AM	8,000	8,100	1.01	F(0)	8,375	1.05	F(0)	8,524	1.07	F(0)	0.019	NO	10,000	8,586	0.86	F(0)	8,713	0.87	F(0)	0.013	NO
				NB	PM	8,000	10,200	1.28	F(1)	10,547	1.32	F(1)	10,605	1.33	F(1)	0.007	NO	10,000	10,812	1.08	F(1)	10,863	1.09	F(1)	0.005	NO
				SB	AM	8,000	9,100	1.14	F(0)	9,409	1.18	F(0)	9,445	1.18	F(0)	0.004	NO	10,000	9,646	0.96	F(0)	9,696	0.97	F(0)	0.005	NO
				SB	PM	8,000	11,800	1.48	F(3)	12,201	1.53	F(3)	12,374	1.55	F(3)	0.022	YES	10,000	12,508	1.25	F(3)	12,756	1.28	F(3)	0.025	YES

a. Capacity on Interstate 5 at Burbank Boulevard is planned to increase due to on-going widening project.

As part of the trip generation estimates presented in Table 5, no transit credit was taken on the retail or restaurant land uses. A combined transit, walk, and bike credit of 10% was taken, in consultation with the City of Burbank, for the office, industrial park, and hotel land uses. Excluding the transit credit in Table 5, the proposed project would have an estimated increase in vehicle trip generation of approximately 989 net vehicle trips during the AM peak hour and 1,244 during the PM peak hour. Applying the CMP guidelines by converting the vehicle trips to person trips by multiplying by a 1.4 AVR (897 net AM peak hour trips x 1.4 = 1,256 and 1,128 net PM peak hour trips x 1.4 = 1,579) and applying a 3.5% transit use factor as specified by the CMP (1,256 net AM peak hour person trips x 3.5% = 44 and 1,579 net PM peak hour person trips x 3.5% = 55), would result in approximately 44 new transit person trips during the weekday AM peak hour and 55 during the PM peak hour.

The trip generation for the project assumes a 10% vehicle trip transit credit for office, industrial park, and hotel land uses, which calculates to between 6 and 7% of total person trips or 93 AM peak hour transit users and 116 PM peak hour transit users.

Given the frequency of the transit service, taken from existing schedules, in close proximity to the project site, the transit capacity is over 2,800 persons in each of the AM and PM peak periods. Of this capacity, approximately 60% is provided by the planned Metrolink station at Hollywood Way & San Fernando Boulevard, and 40% is provided by existing bus service. Capacity assumes forty people per bus (standard forty foot bus) and 444 people per train (assuming 3 cars per train and 148 people per car). The proposed project would use less than 3% of available transit capacity during the peak hours. Based on this estimate, the project impact is expected to be less than significant.

8. PROJECT ALTERNATIVES

Three project alternatives were analyzed as part of the traffic analysis:

1. **Alternative 1: No Project/No Build Alternative.** The No Project/No Build Alternative assumes that the project is not developed. The project site would remain in its current condition and would remain vacant.

2. **Alternative 2: Reduced Industrial/Increased Office Space/Hotel.** This project alternative assumes that office space would be increased and industrial space would be developed with two hotels with conference space. Retail and restaurant space would remain unchanged.

3. **Alternative 3: Reduced Project Alternative.** Under this alternative, the project would be reduced by approximately 40% and would still be developed with industrial, office, and retail components without a hotel component.

As Alternative 1 does not include new construction or a change in land use, no new trips would result from this alternative. The trip generation estimates for Alternatives 2 and 3 are shown in Table 23 and Table 24.

Table 23 shows the estimated trip generation for Alternative 2, which includes 11,794 net daily trips, including 1,1741 in the AM peak hour, 1,799 in the PM peak hour, and 1,262 during the weekend mid-day peak hour. This alternative results in approximately twice as many trips in the AM peak hour and 50% more trips in the PM peak hour when compared to the project. Daily weekday trip generation is approximately 30% higher than the project, and weekend peak hour trip generation is approximately 50% higher than the project. Due to the increased trip generation rates in the AM and PM peak hours, this alternative would be expected to create at least as many significant impacts, if not more, than the project. In addition, fewer impacts may be able to be mitigated with the increase in trip generation during the weekday peak hours.

As shown in Table 24, Alternative 3 is estimated to generate approximately 5,023 net daily trips, including 550 and 660 trips in the AM and PM peak hours, respectively. The project is estimated to generate 294 trips during the weekend mid-day peak hour. These numbers represent approximately half of the trip generation from the proposed project. As such, many of the intersections with significant impacts from the proposed project would likely not be significantly impacted under Alternative 3. However, due to the high number of new trips expected to be generated by Alternative 3, it is still expected to generate several significant impacts at several intersections, particularly along Hollywood Way.

TABLE 23
ALTERNATIVE 2 TRIP GENERATION ESTIMATE

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]											Estimated Trip Generation									
			Daily Rate	AM Peak Hour			Weekend Mid-Day Peak Hour			PM Peak Hour			Trip Rate Unit	Daily Trips	AM Peak Hour Trips			Weekend Mid-Day Peak Hour			PM Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total	In	Out	Total
Creative Office	710	500.00 ksf	[e]	[e]	88%	12%	0.43	54%	46%	[e]	17%	83%	per ksf	4,461	610	83	693	116	99	215	109	529	638
Transit credit [c]			*10%*		*10%*	*10%*		*10%*	*10%*		*10%*	*10%*		(446)	(61)	(8)	(69)	(12)	(10)	(22)	(11)	(53)	(64)
Net Driveway Trips														4,015	549	75	624	104	89	193	98	476	574
High Turnover Restaurant	932	7.74 ksf	127.15	10.81	55%	45%	14.07	53%	47%	9.85	60%	40%	per ksf	984	46	38	84	58	51	109	46	30	76
Internal capture [b]			*20%*		*20%*	*20%*		*20%*	*20%*		*20%*	*20%*		(197)	(9)	(8)	(17)	(12)	(10)	(22)	(9)	(6)	(15)
Net Driveway Trips														787	37	30	67	46	41	87	37	24	61
Retail	820	7.74 ksf	42.70	0.96	62%	38%	4.82	52%	48%	3.71	48%	52%	per ksf	330	4	3	7	19	18	37	14	15	29
Internal capture [b]			*20%*		*20%*	*20%*		*20%*	*20%*		*20%*	*20%*		(66)	(1)	(1)	(2)	(4)	(4)	(8)	(3)	(3)	(6)
Net Driveway Trips														264	3	2	5	15	14	29	11	12	23
Industrial Park	130	500.00 ksf	[d]	[d]	82%	18%	0.35	32%	68%	[d]	21%	79%	per ksf	3,173	276	61	337	56	119	175	88	332	420
Transit credit [c]			*10%*		*10%*	*10%*		*10%*	*10%*		*10%*	*10%*		(317)	(28)	(6)	(34)	(6)	(12)	(18)	(9)	(33)	(42)
Net Driveway Trips														2,856	248	55	303	50	107	157	79	299	378
Hotel [f]	310	400 rooms	8.17	0.53	59%	41%	0.72	56%	44%	0.60	51%	49%	per room	3,268	125	87	212	161	127	288	122	118	240
Internal capture [b]			*30%*		*30%*	*30%*		*30%*	*30%*		*30%*	*30%*		(980)	(38)	(26)	(64)	(48)	(38)	(86)	(37)	(35)	(72)
Net Driveway Trips														2,288	87	61	148	113	89	202	85	83	168
Hotel Conference Space [g]	[h]	40.00 ksf	66.00	24.75	90%	10%	24.75	90%	10%	24.75	10%	90%	per ksf	2,640	891	99	990	891	99	990	99	891	990
Internal capture [b]			*40%*		*40%*	*40%*		*40%*	*40%*		40%	40%		(1,056)	(356)	(40)	(396)	(356)	(40)	(396)	(40)	(356)	(396)
														1,584	535	59	594	535	59	594	59	535	594
Project Total														14,856	1,952	371	2,323	1,301	513	1,814	478	1,916	2,394
Internal capture [b]														(2,299)	(404)	(75)	(479)	(420)	(92)	(512)	(89)	(400)	(489)
Transit credit [c]														(763)	(89)	(14)	(103)	(18)	(22)	(40)	(20)	(86)	(106)
Project Total Trips														**11,794**	**1,459**	**282**	**1,741**	**863**	**399**	**1,262**	**369**	**1,430**	**1,799**

Notes:

a. Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012, unless otherwise noted. Weekend Mid-Day Peak Hour trip generation rates were determined based on the Saturday mid-day Peak Hour of the Generator

b. Internal capture represents the percentage of trips between land uses that occur within the site. This percentage is informed by MXD 2.0 Mixed Use Trip Generation Methodology, which incorporated the findings of NCHRP Project 8-51 as described in "Improved Estimation for Internal Trip Capture for Mixed-use Developments," ITE Journal, August 2010.

c. A credit was developed to account for transit, biking, and walking access to the project site.

d. Where available, ITE Industrial Park trip generation equations used rather than trip generation rate:
   Daily: T = 4.99(X) + 678.25, where T = trips, X = area in ksf
   AM Peak Hour: Ln(T) = 0.79 * Ln(X) + 0.91, where T = trips, X = area in ksf
   PM Peak Hour: T = 0.78(X) + 30.48, where T = trips, X = area in ksf

e. Where available, ITE Administrative Office trip generation equations used rather than linear trip generation rate:
   Daily: Ln(T) = 0.76 * Ln(X) + 3.68, where T = trips, X = area in ksf
   AM Peak Hour: Ln(T) = 0.8 * Ln(X) + 1.57, where T = trips, X = area in ksf
   PM Peak Hour: T = 1.12 * Ln(X) + 78.45, where T = trips, X = area in ksf

f. Represents two 200 room hotels

g. Represents two 20,000 sf foot conference spaces, one in each hotel.

h. ITE does not provide a rate for conference/meeting space. These rates are derived using data from ULI Shared Parking Second Edition (page 86) which states that a survey of hotel meeting space showed a 90th percentile event density required 30 spaces/ksf for attendees. The trip generation rate includes the assumption of one staff for every 10 conference attendees. As staff and attendees travel will vary slightly throughout the day as people arrive late and/or depart early from an event, this analysis assumed that 75% of attendees would arrive during the peak hour. The resulting peak hour rate is therefore calculated as: (30+3)*0.75=24.75. This analysis assumes that weekday events are typicaly all day conferences, having peak travel during typical peak periods, and Saturday events also have a peak hour during the mid-day peak period. However, some events may start or end earlier, resulting in the peak hour of the conference space outside of the typical peak period, resulting in fewer trips generated during the peak hour. Daily travel is assumed all employee and attendee trips and two delivery related trips per ksf, calculated as: ((30+3)*2)+2=66 ULI recommends using a 60% non-captive ratio (trips coming from off-site), which is reflected in the internal capture for this space.

TABLE 24
ALTERNATIVE 3 TRIP GENERATION ESTIMATE

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]											Estimated Trip Generation									
			Daily	AM Peak Hour			Weekend Mid-Day Peak Hour			PM Peak Hour			Trip Rate	Daily	AM Peak Hour Trips			Weekend Mid-Day Peak Hour			PM Peak Hour Trips		
			Rate	Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Unit	Trips	In	Out	Total	In	Out	Total	In	Out	Total
Creative Office	710	85.35 ksf	[e]	[e]	88%	12%	0.43	54%	46%	[e]	17%	83%	per ksf	1,164	148	21	169	20	17	37	30	144	174
Transit credit [c]			*10%*		*10%*	*10%*		*10%*	*10%*		*10%*	*10%*		(116)	(15)	(2)	(17)	(2)	(2)	(4)	(3)	(14)	(17)
Net Driveway Trips														1,048	133	19	152	18	15	33	27	130	157
High Turnover Restaurant	932	4.6 ksf	127.15	10.81	55%	45%	14.07	53%	47%	9.85	60%	40%	per ksf	590	28	22	50	34	31	65	28	18	46
Internal capture [b]			*20%*		*20%*	*20%*		*20%*	*20%*		*20%*	*20%*		(118)	(6)	(4)	(10)	(7)	(6)	(13)	(6)	(4)	(10)
Net Driveway Trips														472	22	18	40	27	25	52	22	14	36
Retail	820	4.6 ksf	42.70	0.96	62%	38%	4.82	52%	48%	3.71	48%	52%	per ksf	198	2	2	4	11	11	22	8	9	17
Internal capture [b]			*20%*		*20%*	*20%*		*20%*	*20%*		*20%*	*20%*		(40)	0	0	0	(2)	(2)	(4)	(2)	(2)	(4)
Net Driveway Trips														158	2	2	4	9	9	18	6	7	13
Industrial Park	130	608.93 ksf	[d]	[d]	82%	18%	0.35	32%	68%	[d]	21%	79%	per ksf	3,717	323	71	394	68	145	213	106	399	505
Transit credit [c]			*10%*		*10%*	*10%*		*10%*	*10%*		*10%*	*10%*		(372)	(32)	(7)	(39)	(7)	(15)	(22)	(11)	(40)	(51)
Internal capture [b]			*0%*		*0%*	*0%*		*0%*	*0%*		0%	0%		0	0	0	0	0	0	0	0	0	0
Net Driveway Trips														3,345	291	64	355	61	130	191	95	359	454
Project Total														5,669	501	115	616	133	204	337	172	570	742
Internal capture [b]														(158)	(6)	(4)	(10)	(9)	(8)	(17)	(8)	(6)	(14)
Transit credit [c]														(488)	(47)	(9)	(56)	(9)	(17)	(26)	(14)	(54)	(68)
Project Total Trips														**5,023**	**448**	**102**	**550**	**115**	**179**	**294**	**150**	**510**	**660**

Notes:

a. Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012, unless otherwise noted. Weekend Mid-Day Peak Hour trip generation rates were determined based on the Saturday mid-day Peak Hour of the Generator

b. Internal capture represents the percentage of trips between land uses that occur within the site. This percentage is informed by MXD 2.0 Mixed Use Trip Generation Methodology, which incorporated the findings of NCHRP Project 8-51 as described in "Improved Estimation for Internal Trip Capture for Mixed-use Developments," ITE Journal, August 2010.

c. A credit was developed to account for transit, biking, and walking access to the project site.

d. Where available, ITE Industrial Park trip generation equations used rather than trip generation rate:
   Daily: T = 4.99(X) + 678.25, where T = trips, X = area in ksf
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   PM Peak Hour: T = 0.78(X) + 30.48, where T = trips, X = area in ksf

e. Where available, ITE Administrative Office trip generation equations used rather than linear trip generation rate:
   Daily: Ln(T) = 0.76 * Ln(X) + 3.68, where T = trips, X = area in ksf
   AM Peak Hour: Ln(T) = 0.8 * Ln(X) + 1.57, where T = trips, X = area in ksf
   PM Peak Hour: T = 1.12 * Ln(X) + 78.45, where T = trips, X = area in ksf

9. CONSTRUCTION PERIOD IMPACT ANALYSIS

CONSTRUCTION IMPACT CRITERIA

Short-term adverse traffic and parking impacts could occur in the project vicinity during construction of the project. Additional trips generated by the truck deliveries and construction employees could affect traffic flow in the study area; construction activity could impact traffic along Hollywood Way and San Fernando Boulevard; and pedestrian traffic flow near the project site could be altered as a result of construction.

CONSTRUCTION IMPACT ASSESSMENT

Construction of the project is anticipated to begin in April 2018 and expected to take a total of approximately 28 months to complete. The project is anticipated to be constructed in two concurrent phases. Phase 1 includes the office, industrial, and retail components, and Phase 2 includes the hotel. Each phase includes three sub-phases. The sub-phases and expected construction time is listed below:

1. Demolition and site preparation
    a. Phase 1: One month
    b. Phase 2: One month
2. Excavation and Foundation
    a. Phase 1: Six months
    b. Phase 2: Three months
3. Building construction
    a. Phase 1: Eleven months
    b. Phase 2: Seven months

Construction hours are Monday through Friday: 7:00 AM to 7:00 PM, Saturdays: 8:00 AM to 5:00 PM, in accordance with the City of Burbank Building Code Requirements and Construction Regulations.

Temporary Traffic Impacts

Closures to travel lanes are not anticipated with the project. In addition, there are no emergency services located within the immediate vicinity of the affected streets. Since travel lane closures during construction are not anticipated, the temporary construction impacts on the roadway network would be considered less than significant.

Temporary Loss of Access

The existing land uses near the vicinity of the construction site will remain open throughout construction. Pedestrian and vehicular access to properties located nearby to the project site will be open and unobstructed for the duration of construction. Since the Project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

Bus stops are located on the west side of Hollywood Way and the west side of the San Fernando Boulevard ramps adjacent to the project site. Construction is not anticipated to affect bus operations as construction and staging is not immediately adjacent to these bus stops. Therefore, the project construction would not require relocation of bus stops and the construction impacts on transit operations would be less than significant.

Temporary Loss of On-Street Parking

On-street parking is not permitted on North Hollywood Way or San Fernando Boulevard adjacent to the site, but is permitted on Kenwood Street and Cohasset Street. Parking on Kenwood Street and Cohasset Street is anticipated to remain primarily open, but closures may be periodically necessary during the construction period. Per the provisions in the California Public Resources Code Section 21099, which implements SB 743, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

Truck Routes

Locally, the following routes are available for construction truck trips:

- North on North Hollywood Way to I-5
- South on North Hollywood Way to SR 134
- Northwest on North San Fernando Boulevard to I-5
- Southwest on North San Fernando Boulevard to I-5

The demolition process assumes no haul trucks for debris removal, as all material will be balanced or recycled onsite. Up to nine trucks per day is anticipated during construction, except during the foundation stage when up to 36 truck trips maybe required.

Construction Employees

The number of construction workers would vary throughout the construction period with the building construction phase generating the highest number of trips. Demolition and site preparation is expected to involve up to 20 workers for Phase 1 and 6 workers for Phase 2. Excavation and Foundation is expected to involve up to 23 workers for Phase 1 and 18 workers for Phase 2. Building construction is expected to involve up to 286 workers for Phase 1 and 100 workers for Phase 2. Due to the size of the site and the phased construction of the project, all workers are anticipated to park at the project site.

10. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed development at 3003 North Hollywood Way in the City of Burbank. The following summarizes the results of this analysis:

- The proposed project involves the development of 142,250 sf of creative office, 7,740 sf of retail space and 7,740 sf of restaurant space, a 166-room hotel and 1,014,890 sf of creative industrial space. The parcel is bounded by Hollywood Way, San Fernando Boulevard, and Hollywood Burbank Airport. The site would include 2,309 parking stalls, including 40 for the new Metrolink station adjacent to the site.

- The proposed project would provide driveways on North Hollywood Way, San Fernando Boulevard, and Kenwood Street. All driveways would provide full access, except for the two uncontrolled driveways on Hollywood Way, which would not allow left turns out of the driveway. All driveways would be stop-controlled, with the exception of the driveway at Hollywood Way & Tulare Avenue, which is signalized. All driveways are projected to operate at LOS D or better under existing plus project and future plus project conditions, except for two driveways on North Hollywood Way.

- A total of 61 intersections were analyzed for this project, 54 of which are signalized. Two of the study intersections are part of the new interchange for Interstate 5 at Empire Avenue, and were only studied under the future scenarios.

- The proposed project is estimated to generate approximately 897 new trips (723 inbound, 174 outbound) during the morning peak hour, 1,128 new trips (286 inbound and 842 outbound) during the afternoon peak hour, 599 new trips (254 inbound and 345 outbound) during the weekend peak hour, and approximately 8,984 daily trips.

- Nine of the 61 study intersections operate at LOS E or F either during at least one peak hour, under Existing conditions, and 10 intersections operate at LOS E or F during at least one peak hour under Existing plus Project conditions. Under Future Base conditions, 25 intersections operate at LOS E or F, while under Future plus Project conditions this number increases to 26 intersections.

- Analysis of Existing plus Project conditions indicates that, using the significance criteria established by the City of Burbank and City of Los Angeles, the proposed project would have significant impacts 14 of 61 study intersections.

- Analysis of projected Future plus Project conditions indicates that, using the significance criteria established by the City of Burbank and City of Los Angeles, the proposed project would have significant impacts at 15 of the 61 study intersections.

- With the addition of project mitigations, the number of significant and unavoidable impacted intersections would be reduced to 10 in the Existing plus Project scenario (four of which are construction-related), and 11 in the Future plus Project scenario.

- A total of 1,711 parking spaces are required by the Burbank Municipal Code. The proposed project will provide 2,269 parking spaces (not including the 40 spaces for Metrolink), thereby satisfying the Code requirement.

- Additional analysis of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on the CMP arterial highway network. The project would have one significant impact on the freeway system, at I-5 north of Burbank Boulevard.

APPENDIX A: TRAFFIC COUNTS

BURBANK COUNTS - WEEKDAY

ITM Peak Hour Summary

Prepared by:

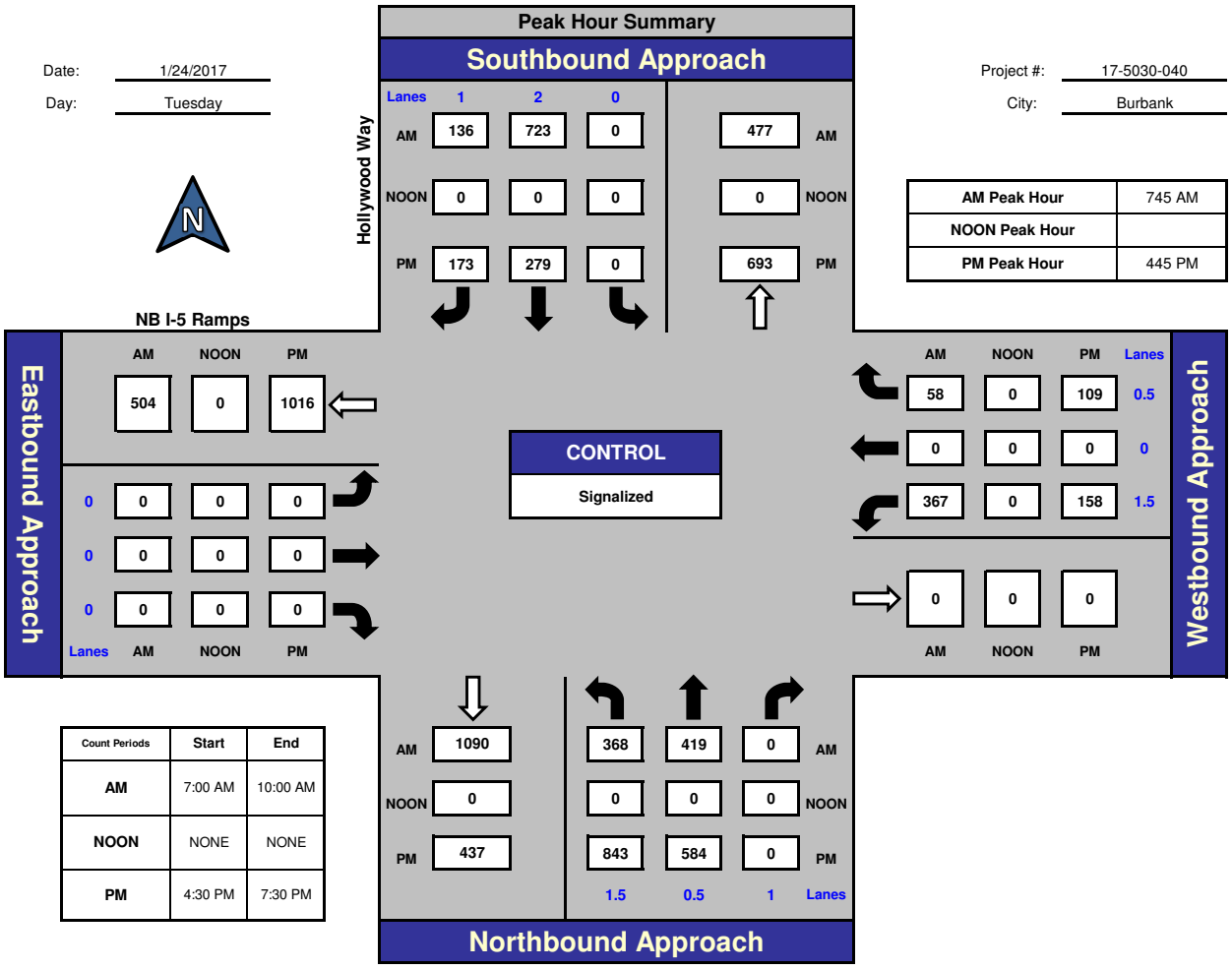
National Data & Surveying Services

Hollywood Way and NB I-5 Ramps , Burbank

Date: 1/24/2017
Day: Tuesday

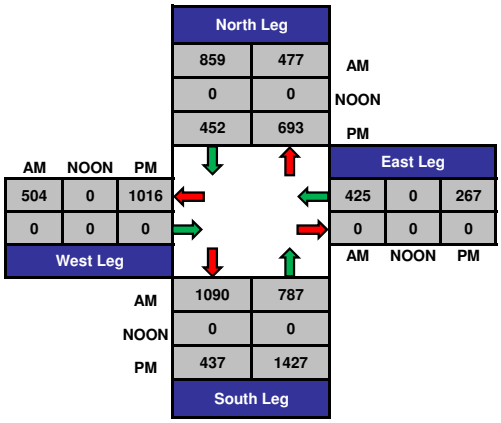
Project #: 17-5030-040
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

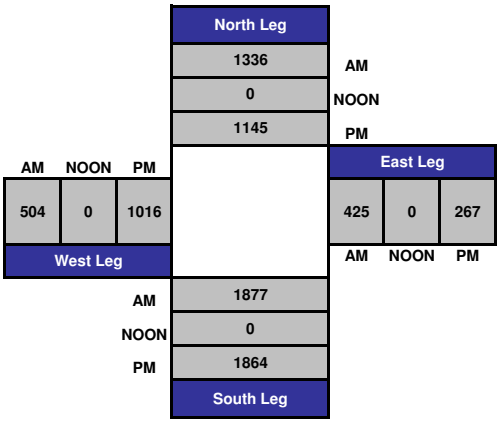


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hollywood Way and SB I-5 Ramps , Burbank

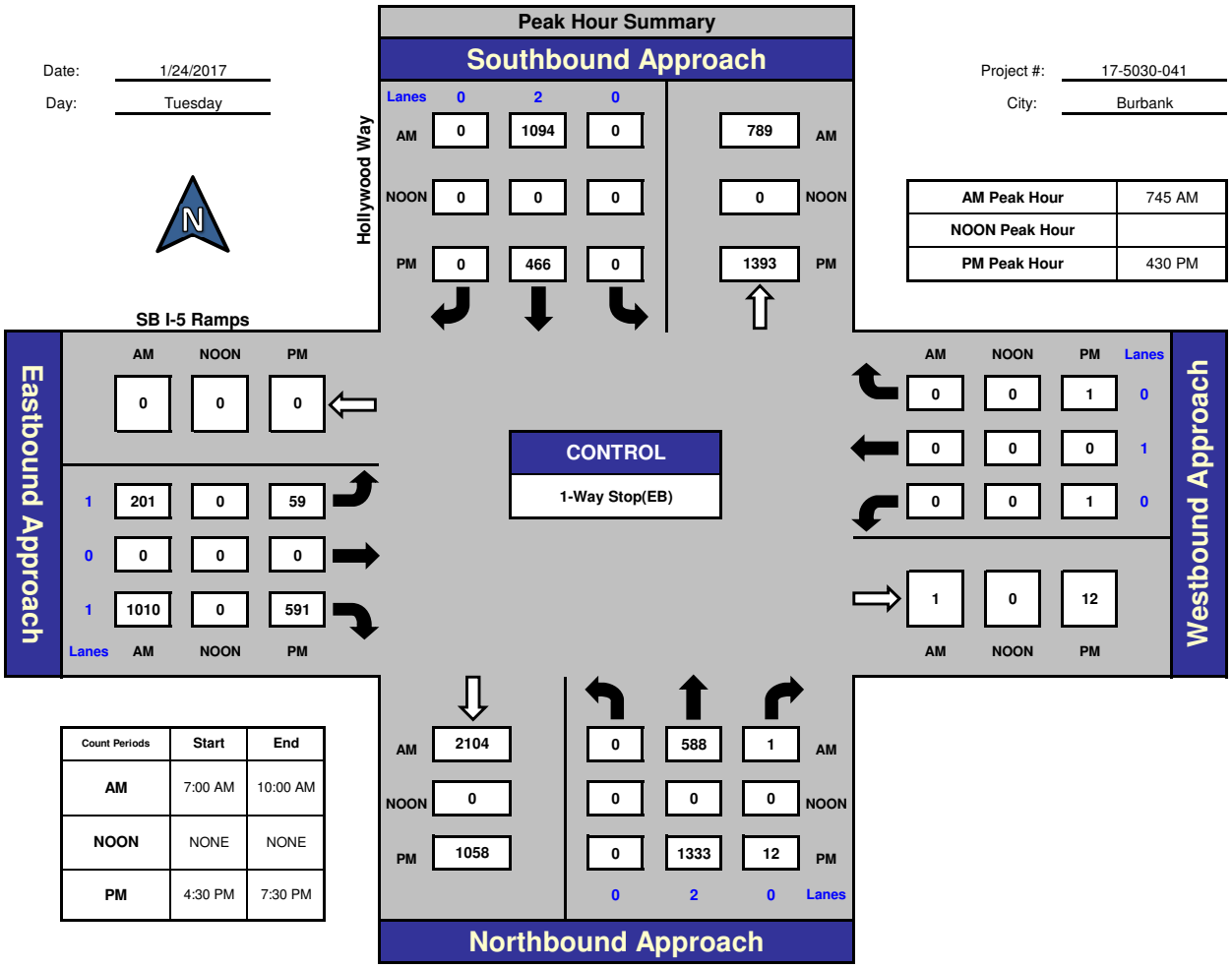
Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-041

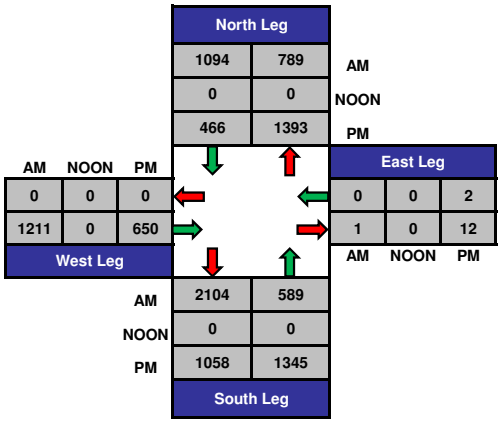
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

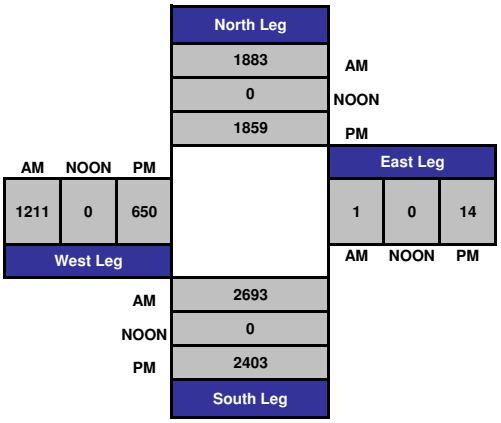


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

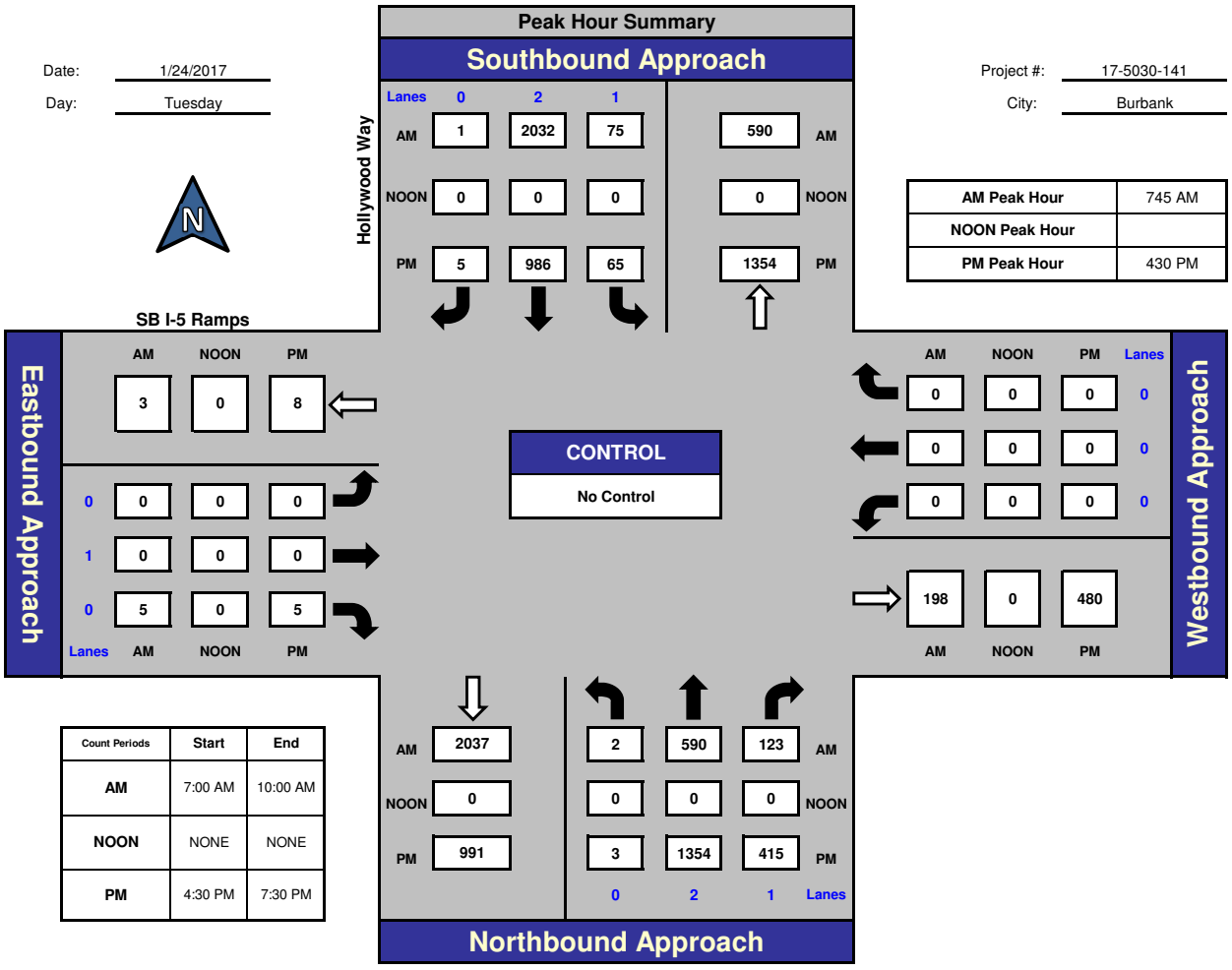
National Data & Surveying Services

Hollywood Way and SB I-5 Ramps , Burbank

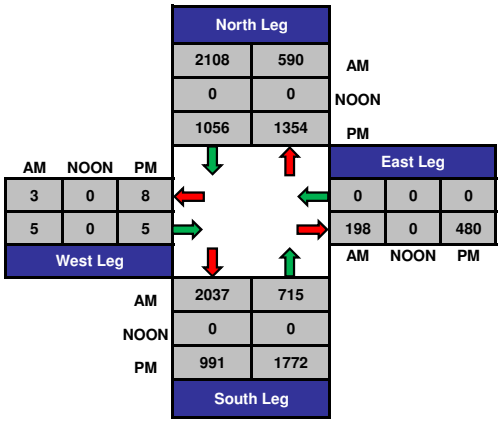
Date: 1/24/2017
Day: Tuesday

Project #: 17-5030-141
City: Burbank

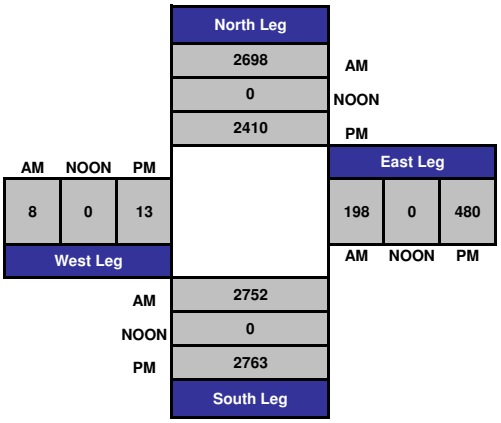
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

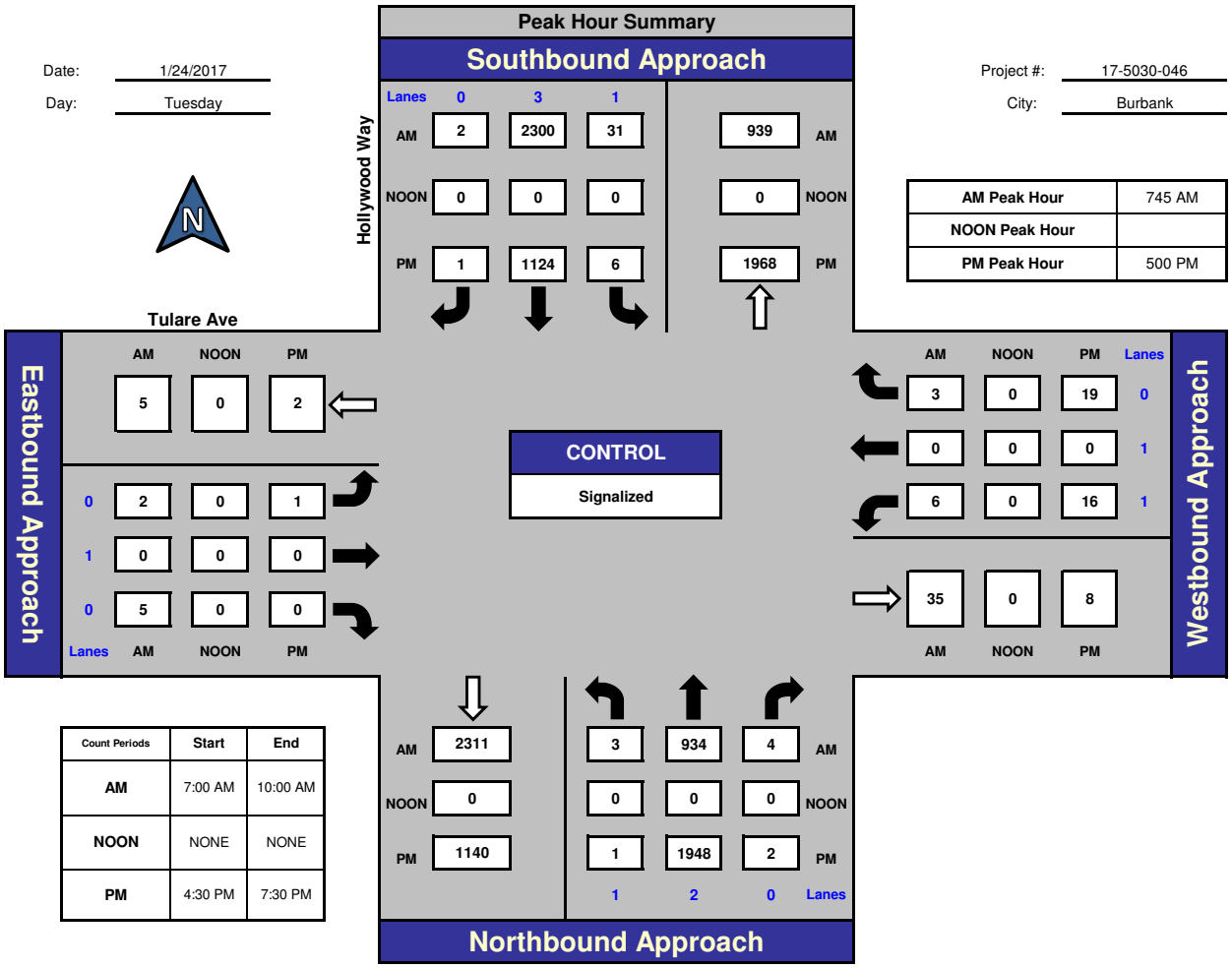
National Data & Surveying Services

Hollywood Way and Tulare Ave , Burbank

Date: 1/24/2017
Day: Tuesday

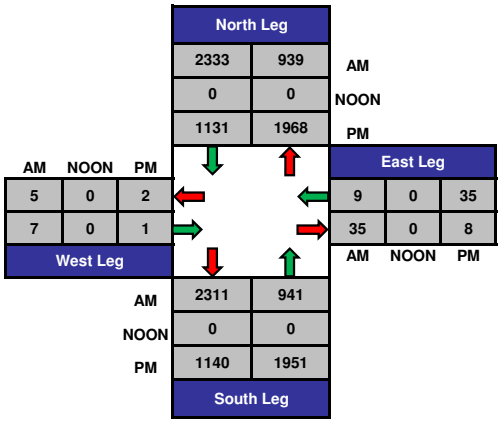
Project #: 17-5030-046
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

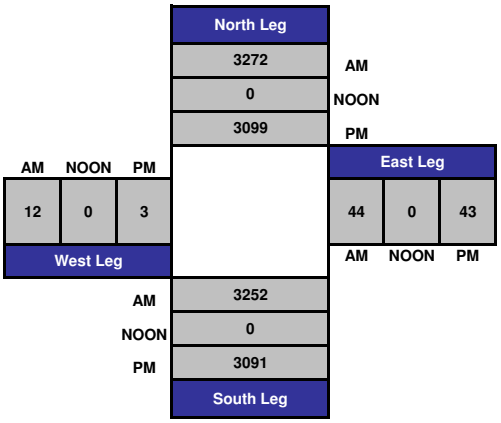


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

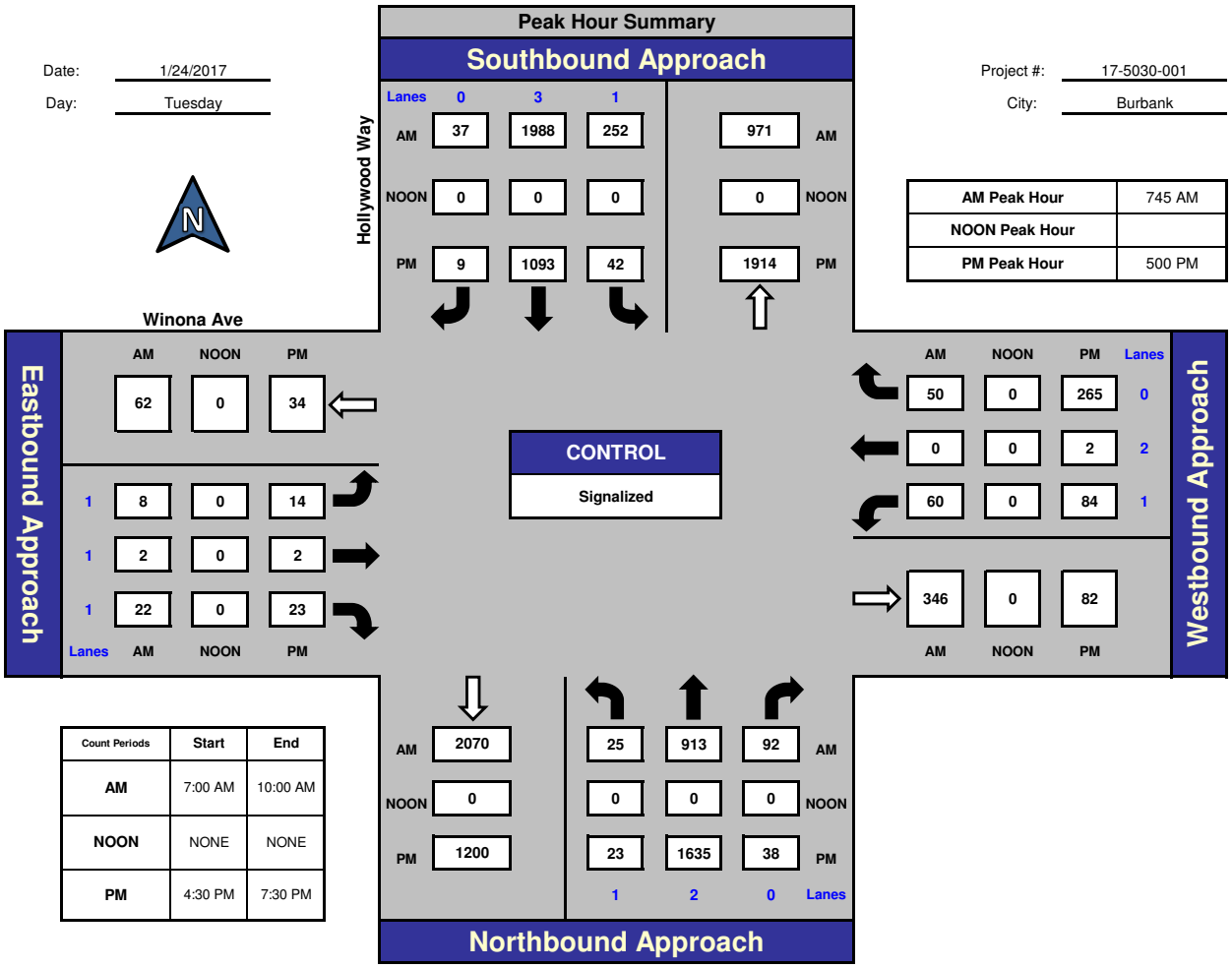
National Data & Surveying Services

Hollywood Way and Winona Ave , Burbank

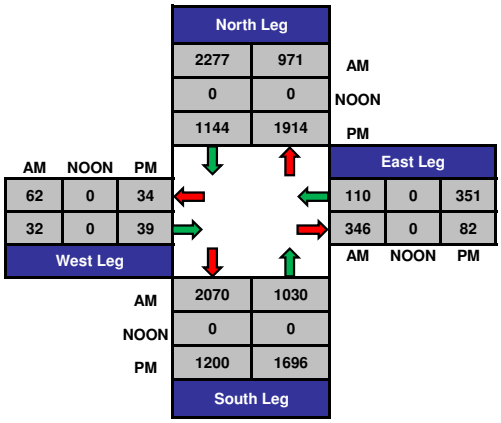
Date: 1/24/2017
Day: Tuesday

Project #: 17-5030-001
City: Burbank

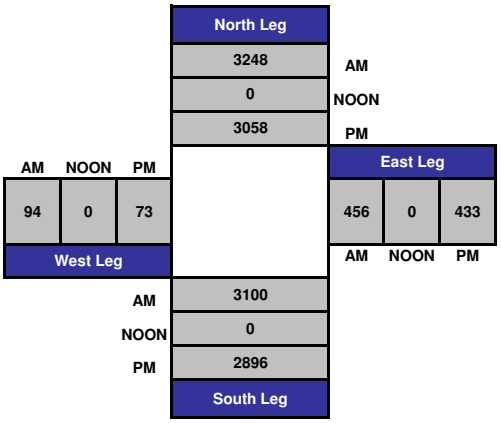
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hollywood Way and Thornton Ave , Burbank

Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-002

City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	1	2	1		
AM	211	1696	130	1028	AM
NOON	0	0	0	0	NOON
PM	106	1040	53	1704	PM

Eastbound Approach (Thornton Ave)

Lanes	AM	NOON	PM
	401	0	295
2	161	0	152
1	58	0	36
1	160	0	129
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
33	0	158	0.5
71	0	72	0.5
107	0	185	1
386	0	203	
AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	1963	119	834	198	AM
NOON	0	0	0	0	NOON
PM	1354	117	1394	114	PM
		1	2	1	Lanes

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

North Leg		
2037	1028	AM
0	0	NOON
1199	1704	PM

West Leg			East Leg		
AM	NOON	PM			
401	0	295	211	0	415
379	0	317	386	0	203
			AM	NOON	PM

South Leg		
1963	1151	AM
0	0	NOON
1354	1625	PM

Total Volume Per Leg

North Leg	
3065	AM
0	NOON
2903	PM

West Leg			East Leg		
AM	NOON	PM			
780	0	612	597	0	618
			AM	NOON	PM

South Leg	
3114	AM
0	NOON
2979	PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hollywood Way and Avon St , Burbank

Date: 1/24/2017
Day: Tuesday

Project #: 17-5030-047
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	0.5	2.5	1		
AM	17	1818	24	1176	AM
NOON	0	0	0	0	NOON
PM	26	1241	27	1648	PM

Eastbound Approach (Avon St)

Lanes	AM	NOON	PM
	119	0	157
1	77	0	108
0.5	9	0	5
0.5	33	0	62
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
94	0	176	0.5
29	0	31	0.5
36	0	101	1
115	0	85	
AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	1887	73	1005	82	AM
NOON	0	0	0	0	NOON
PM	1404	100	1364	53	PM
		1	2	0	Lanes

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

North Leg		
1859	1176	AM
0	0	NOON
1294	1648	PM

West Leg			East Leg		
AM	NOON	PM			
119	0	157	159	0	308
119	0	175	115	0	85
			AM	NOON	PM

South Leg		
AM	1887	1160
NOON	0	0
PM	1404	1517

Total Volume Per Leg

North Leg	
3035	AM
0	NOON
2942	PM

West Leg			East Leg		
AM	NOON	PM			
238	0	332	274	0	393
			AM	NOON	PM

South Leg	
AM	3047
NOON	0
PM	2921

ITM Peak Hour Summary

Prepared by:

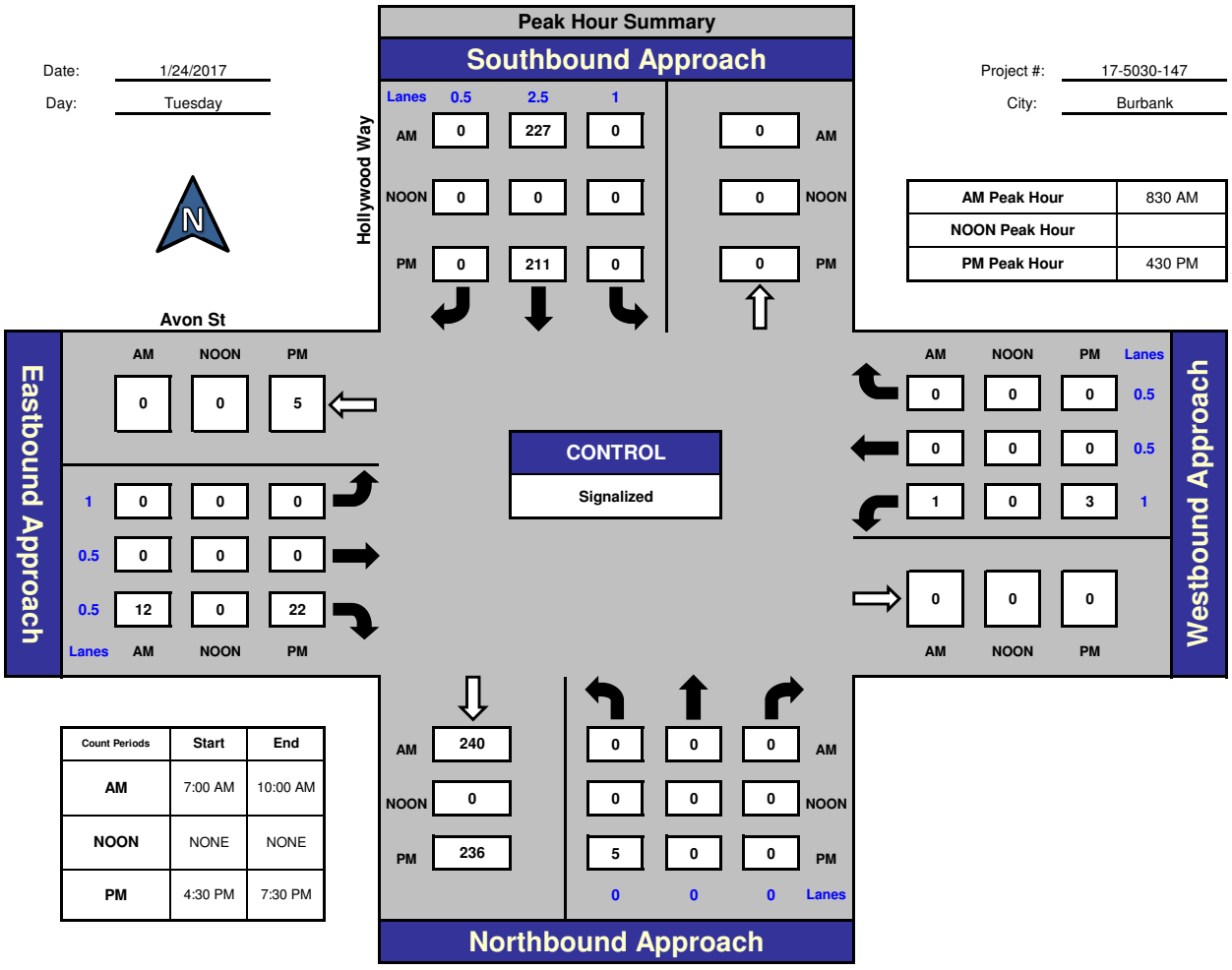
National Data & Surveying Services

Hollywood Way and Avon St , Burbank

Date: 1/24/2017
Day: Tuesday

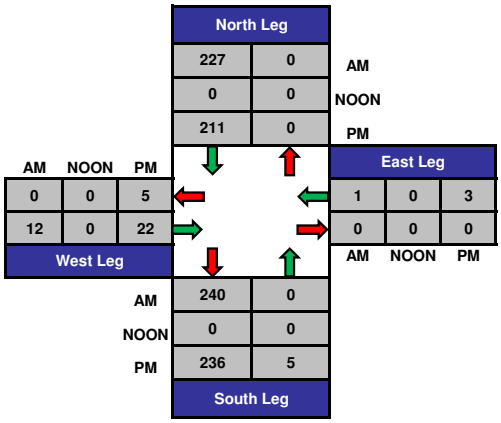
Project #: 17-5030-147
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	430 PM

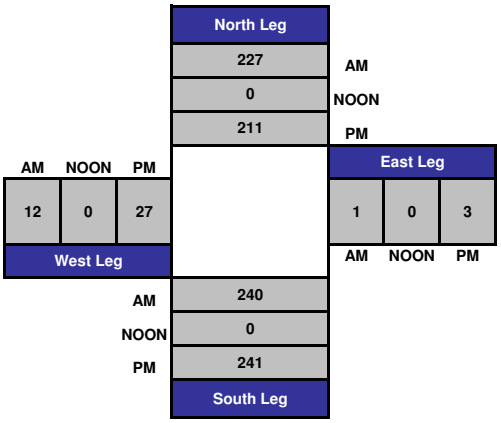


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

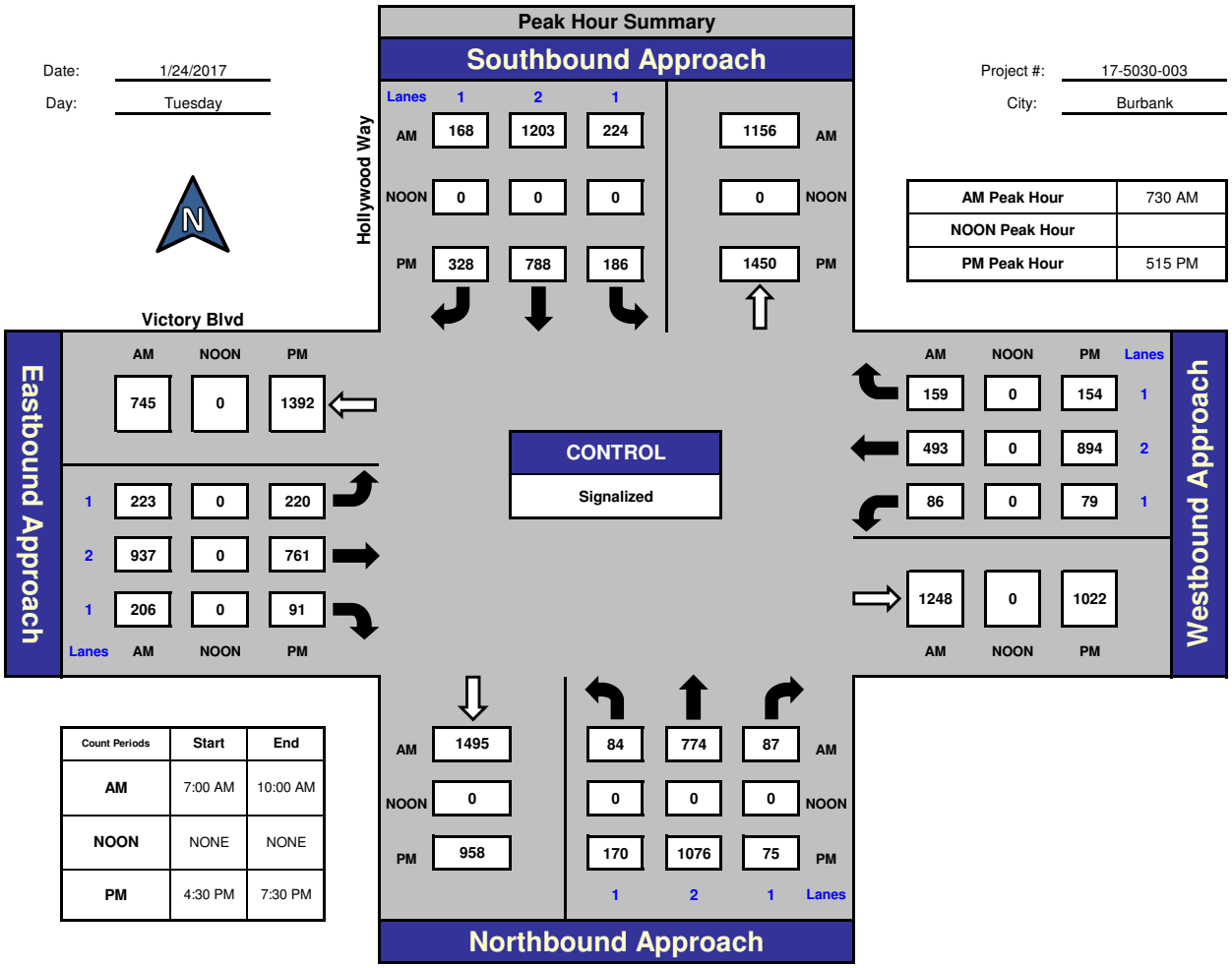
National Data & Surveying Services

Hollywood Way and Victory Blvd , Burbank

Date: 1/24/2017
Day: Tuesday

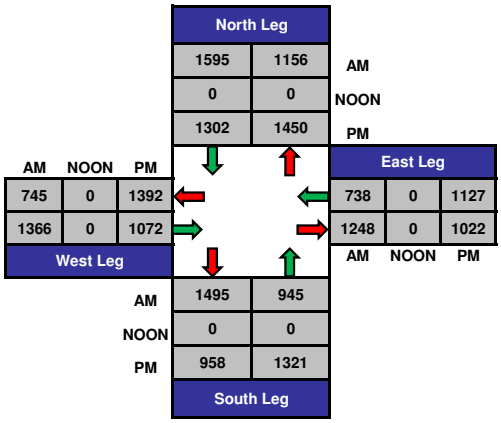
Project #: 17-5030-003
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

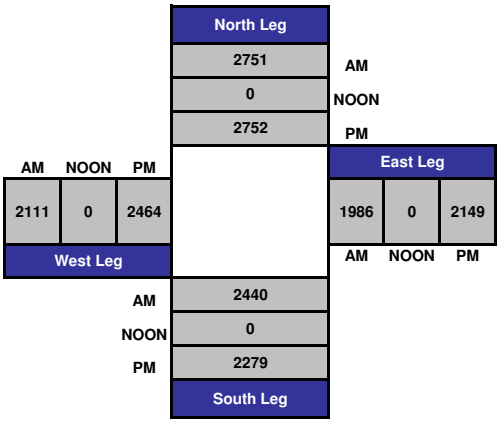


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

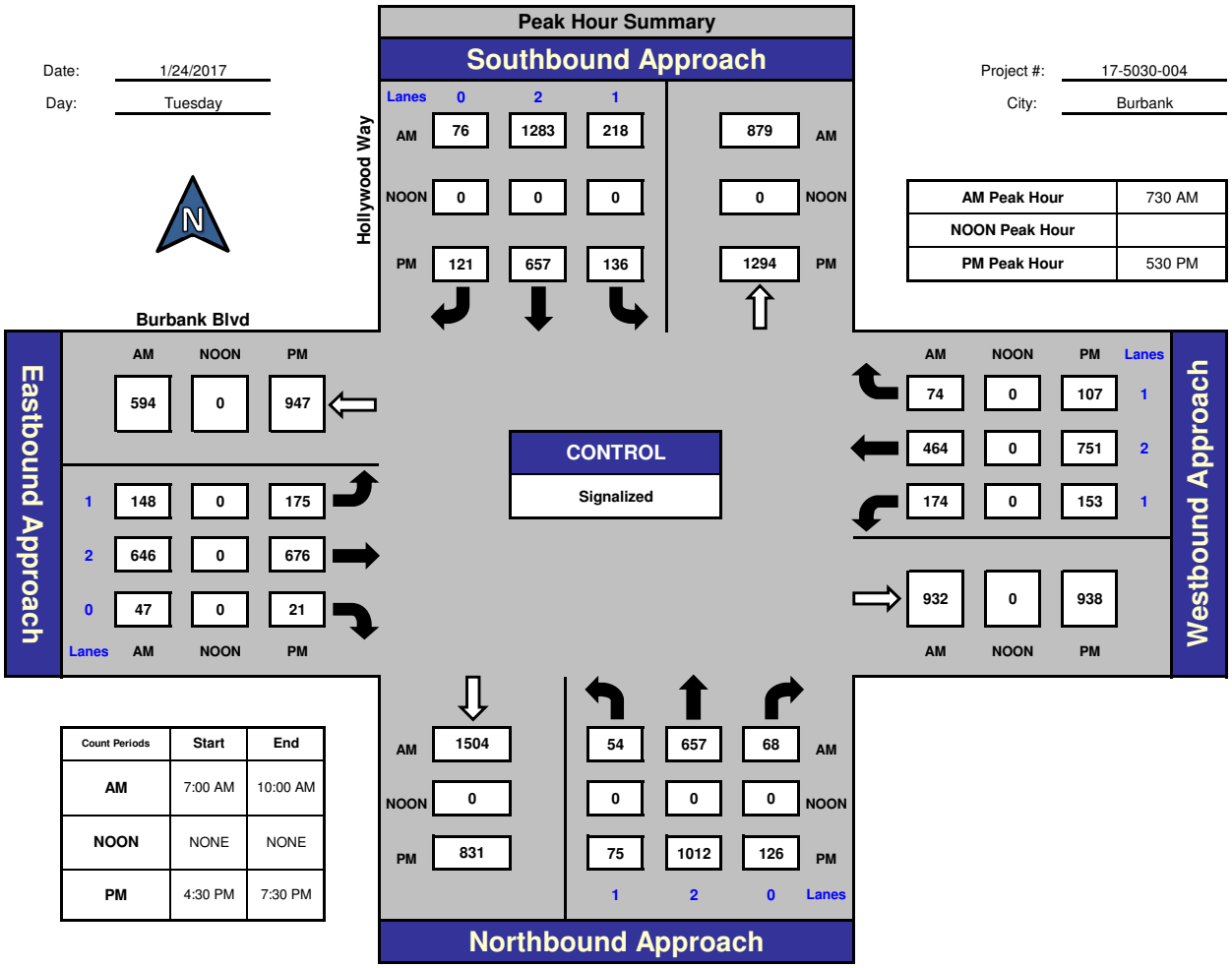
National Data & Surveying Services

Hollywood Way and Burbank Blvd , Burbank

Date: 1/24/2017
Day: Tuesday

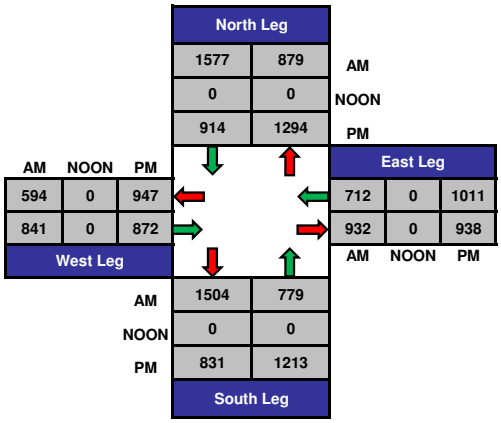
Project #: 17-5030-004
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	530 PM

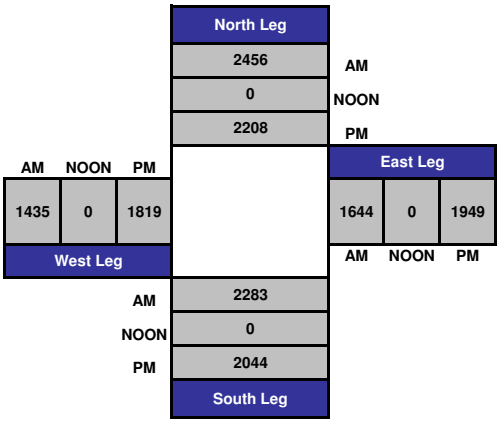


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hollywood Way and Burbank Blvd , Burbank

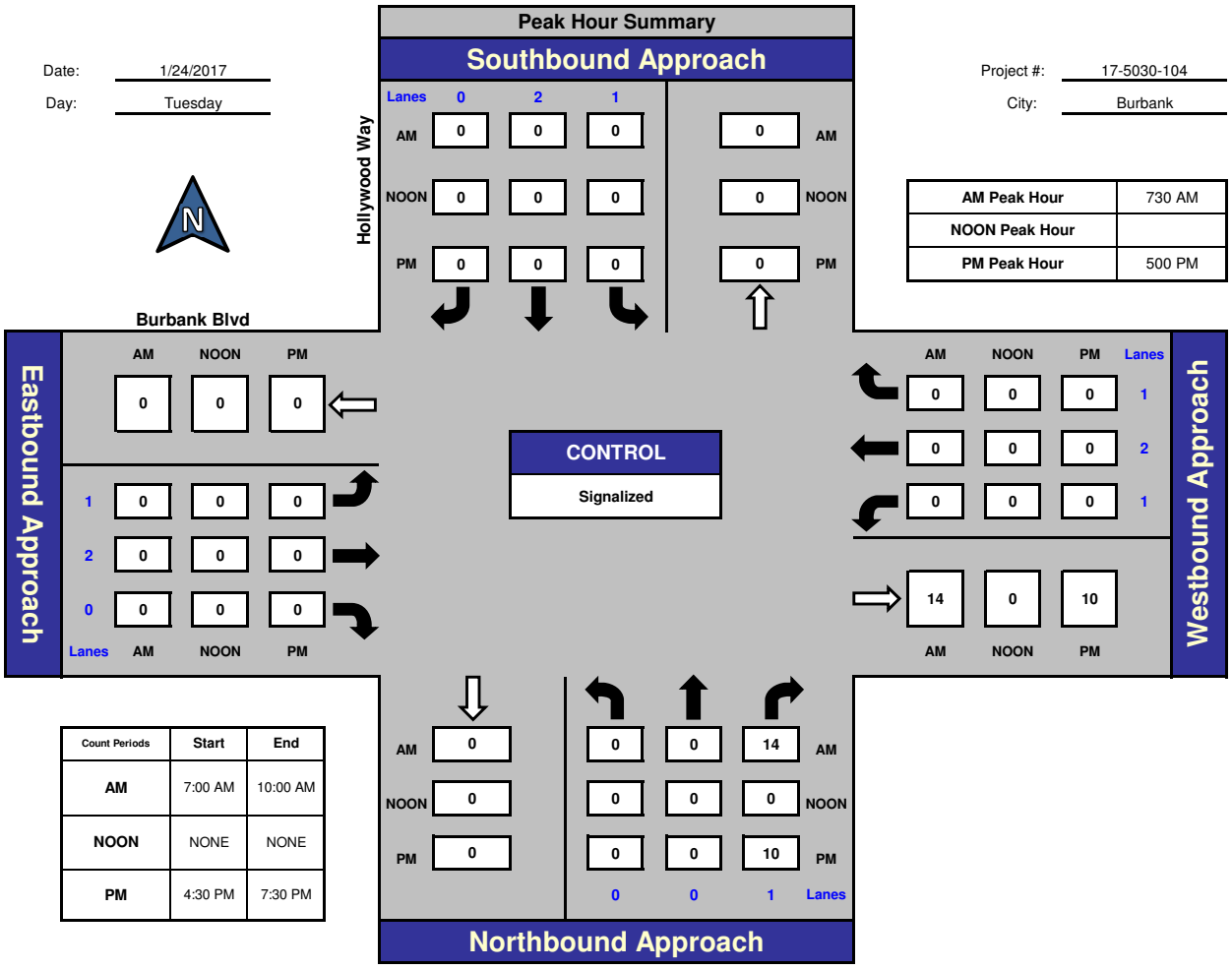
Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-104

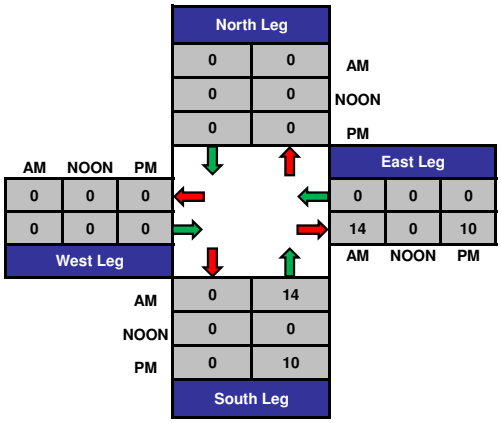
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

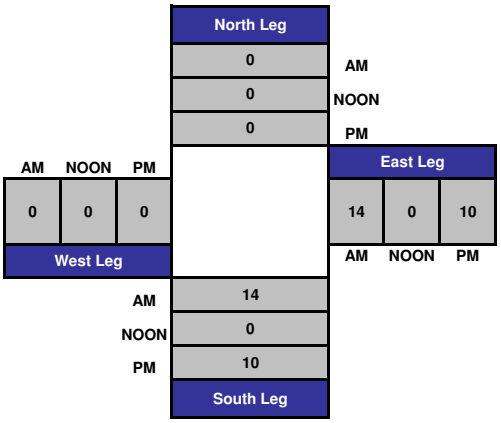


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

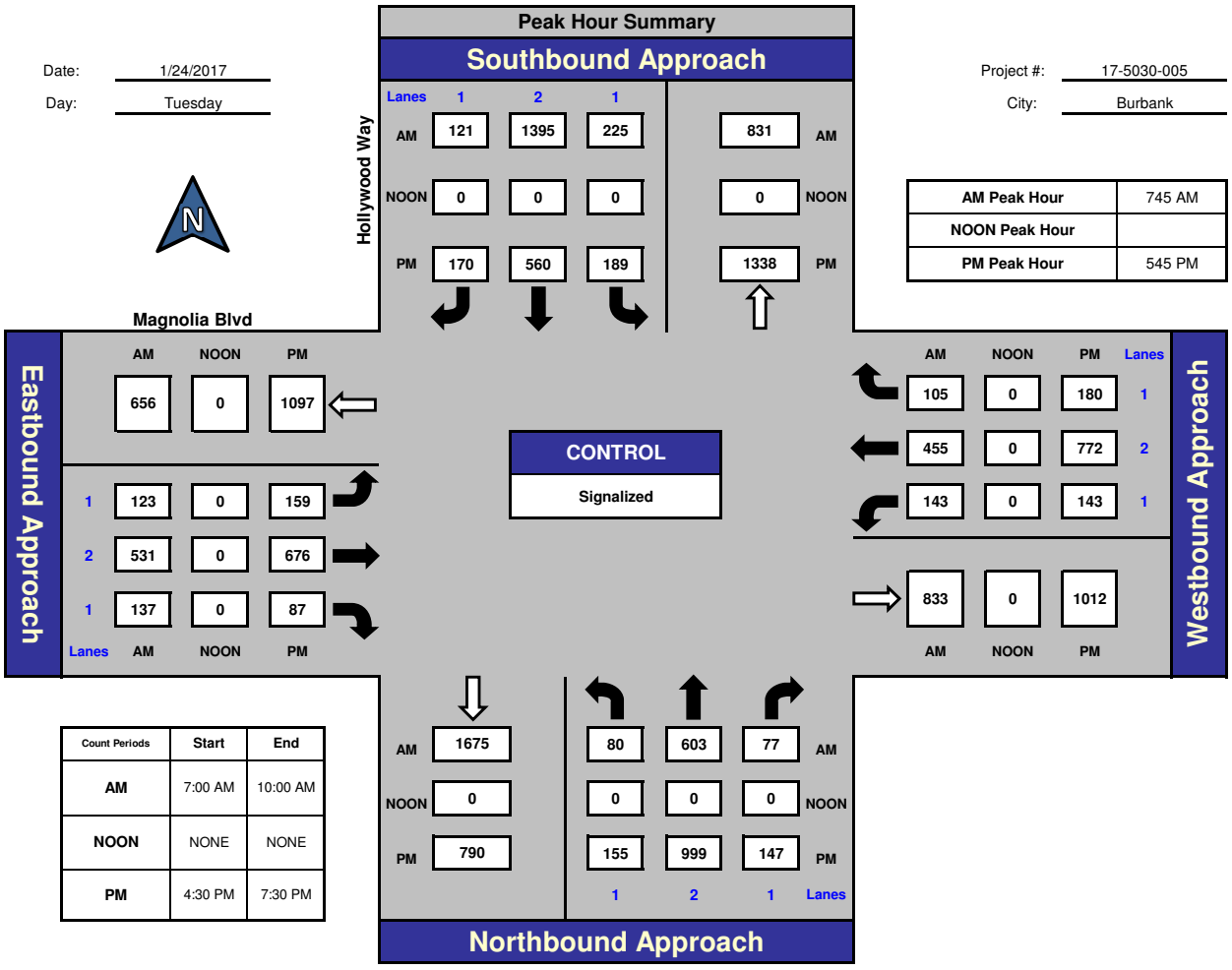
Prepared by:

National Data & Surveying Services

Hollywood Way and Magnolia Blvd , Burbank

Date: 1/24/2017
Day: Tuesday

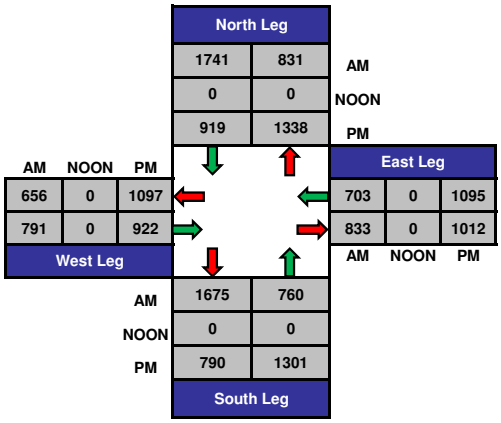
Project #: 17-5030-005
City: Burbank



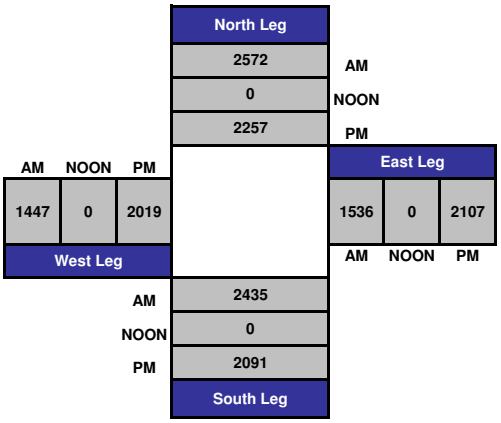
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	545 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

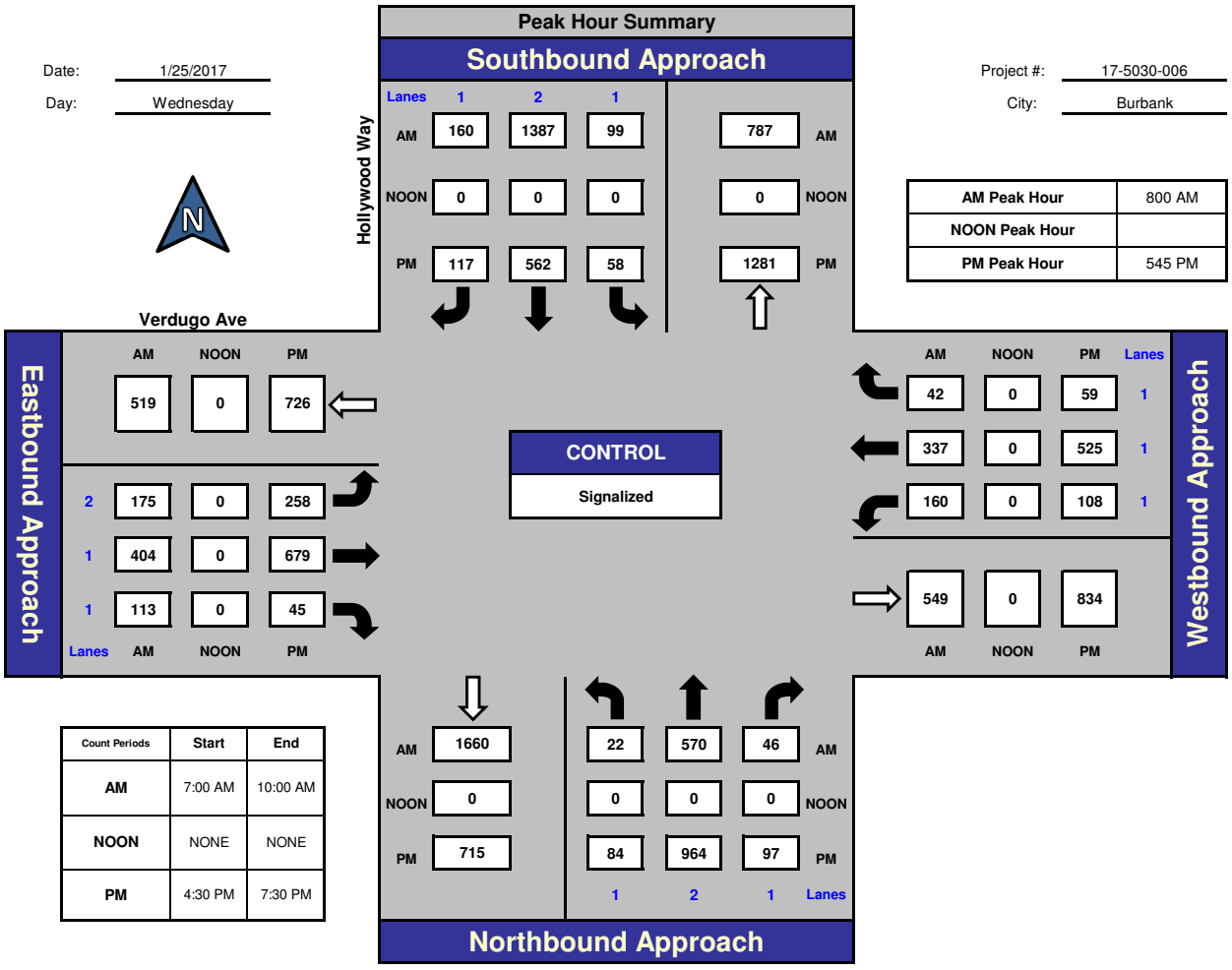
National Data & Surveying Services

Hollywood Way and Verdugo Ave , Burbank

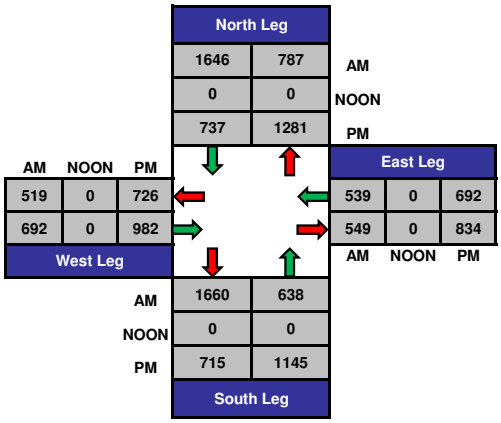
Date: 1/25/2017
Day: Wednesday

Project #: 17-5030-006
City: Burbank

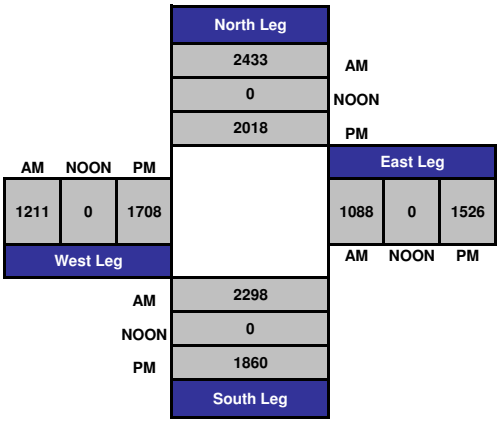
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	545 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hollywood Way and Alameda Ave , Burbank

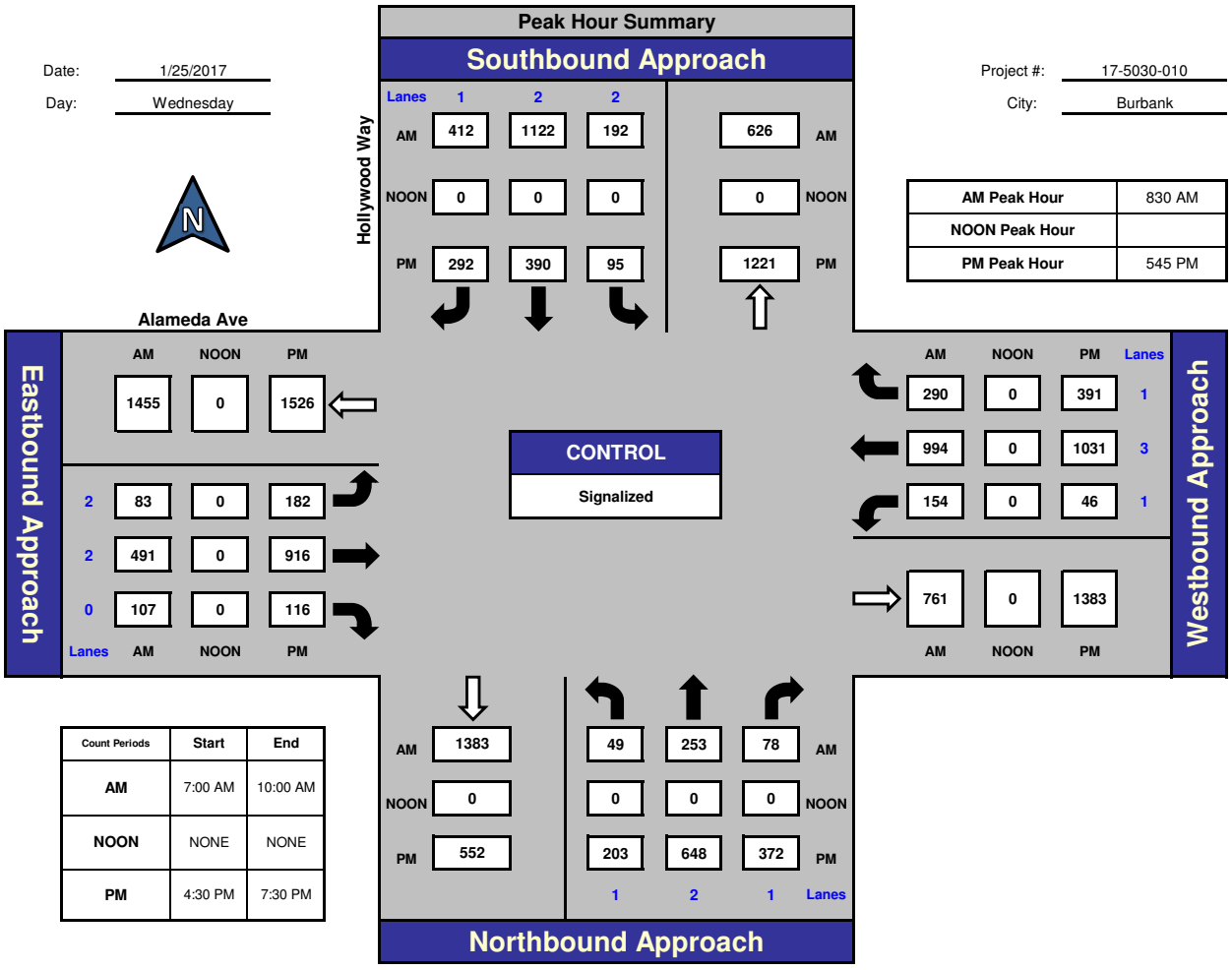
Date: 1/25/2017

Day: Wednesday

Project #: 17-5030-010

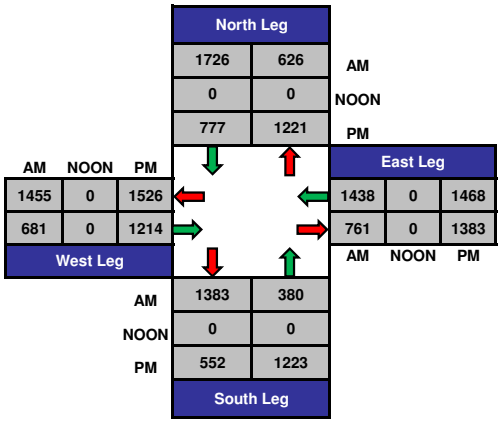
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	545 PM

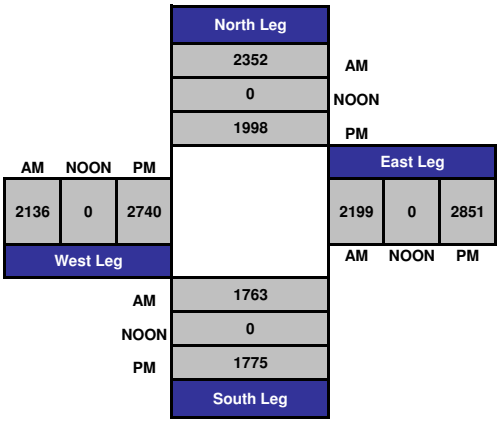


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

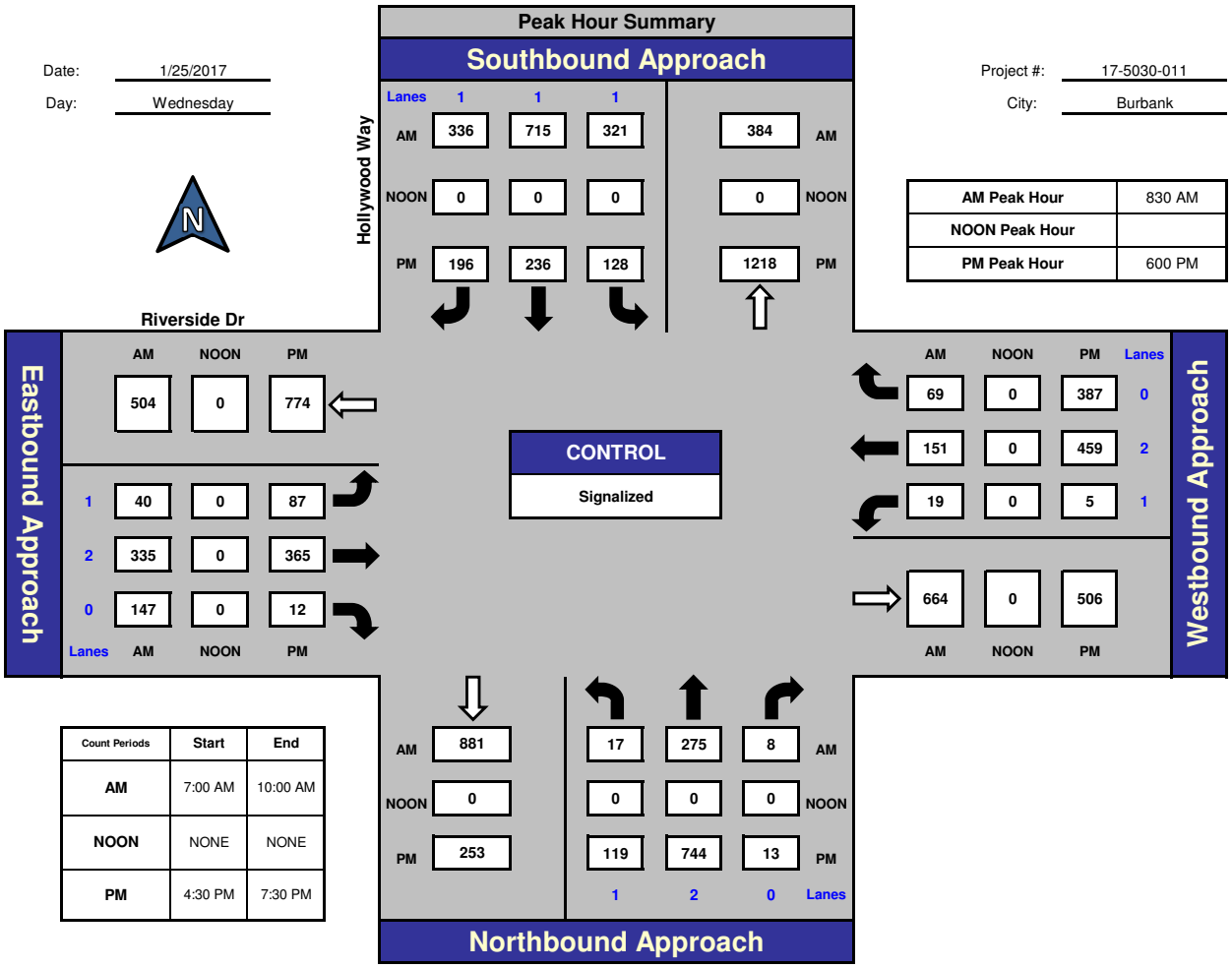
National Data & Surveying Services

Hollywood Way and Riverside Dr , Burbank

Date: 1/25/2017
Day: Wednesday

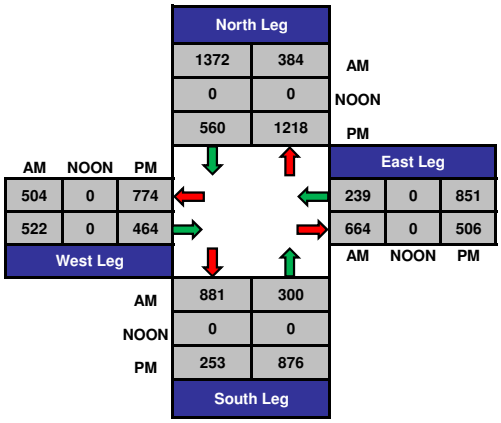
Project #: 17-5030-011
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	600 PM

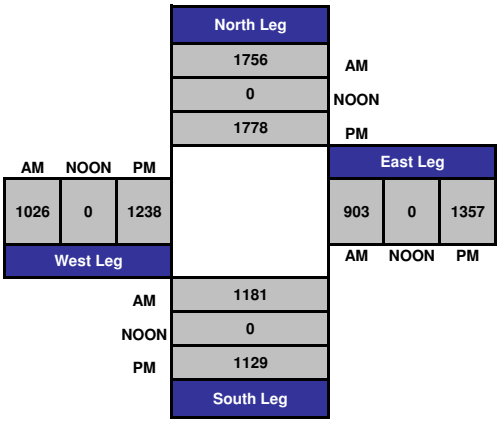


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

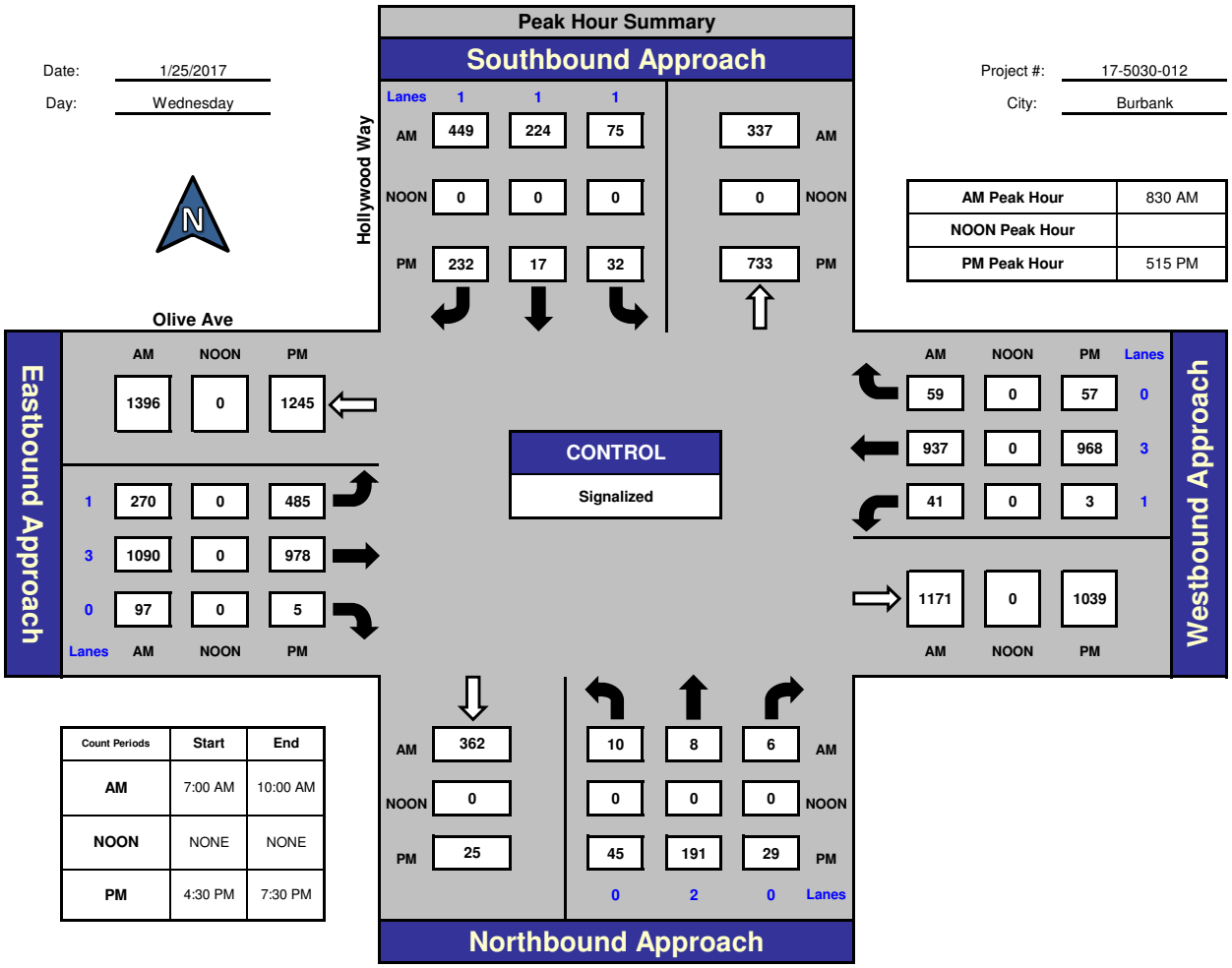
National Data & Surveying Services

Hollywood Way and Olive Ave , Burbank

Date: 1/25/2017
Day: Wednesday

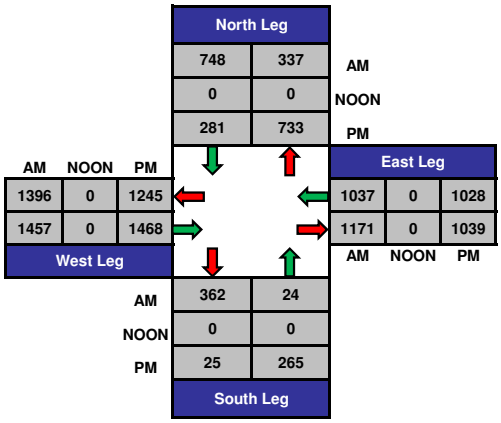
Project #: 17-5030-012
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	515 PM

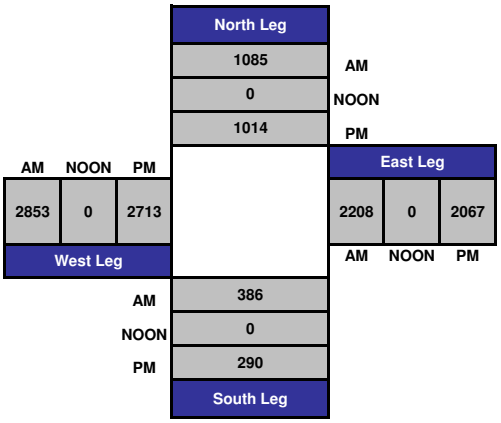


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

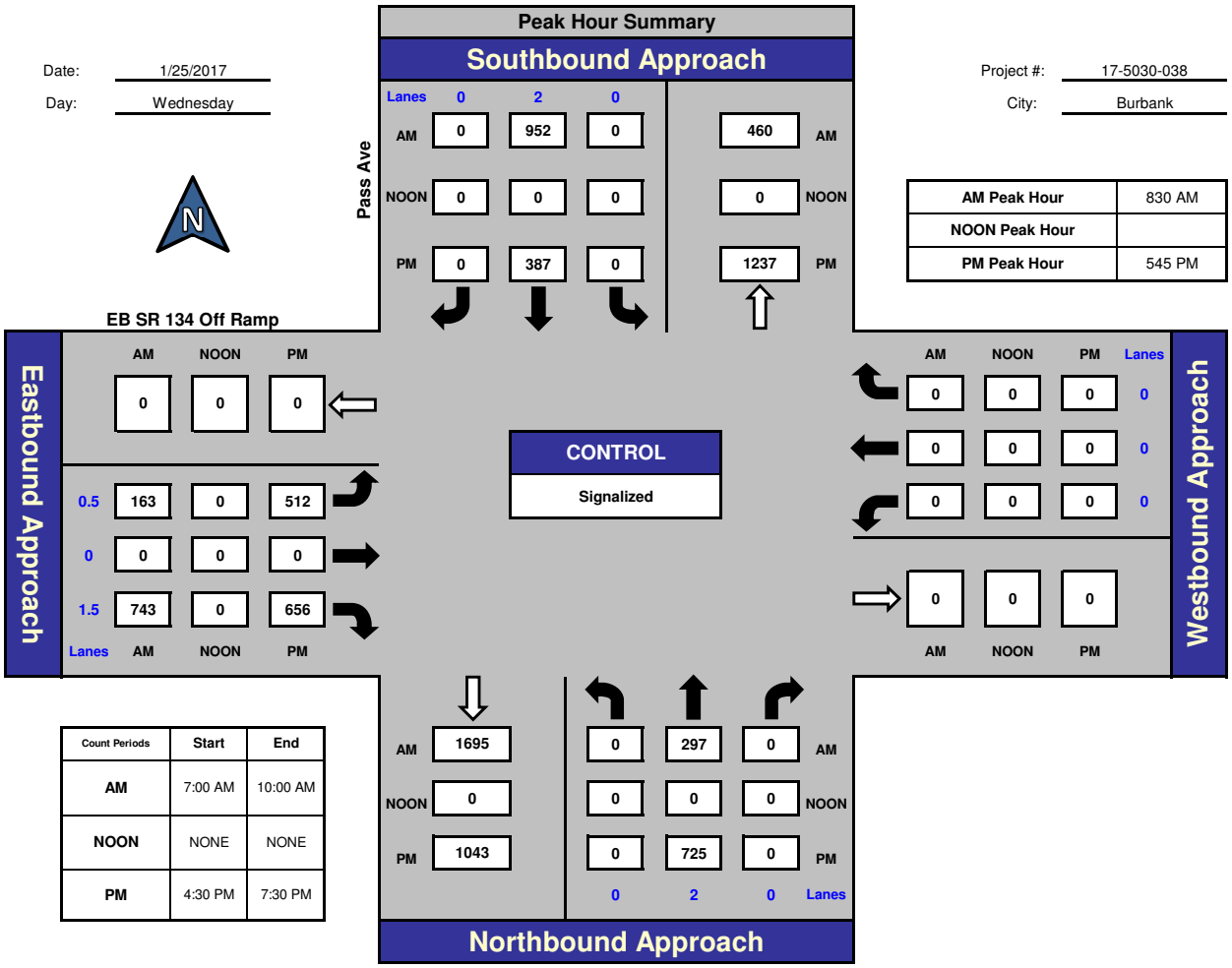
National Data & Surveying Services

Pass Ave and EB SR 134 Off Ramp , Burbank

Date: 1/25/2017
Day: Wednesday

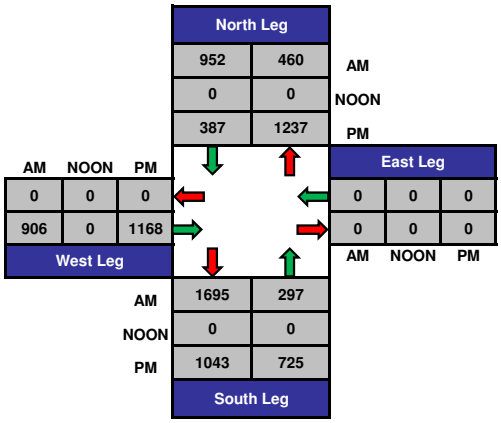
Project #: 17-5030-038
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	545 PM

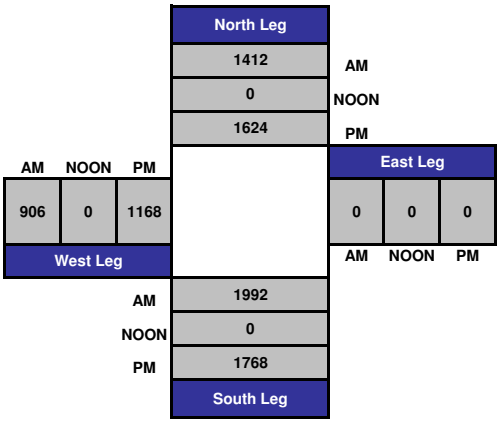


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

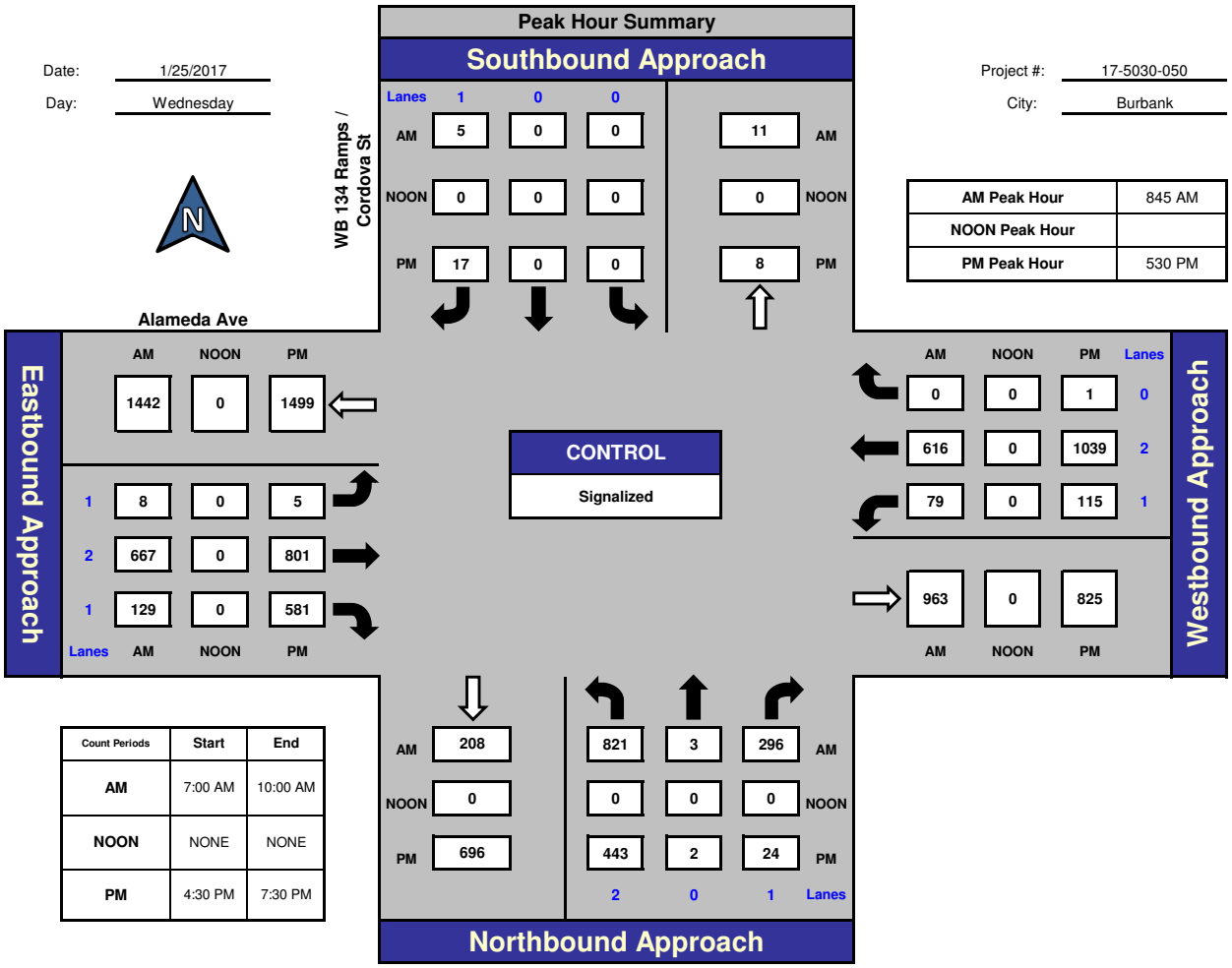
National Data & Surveying Services

WB 134 Ramps / Cordova St and Alameda Ave , Burbank

Date: 1/25/2017
Day: Wednesday

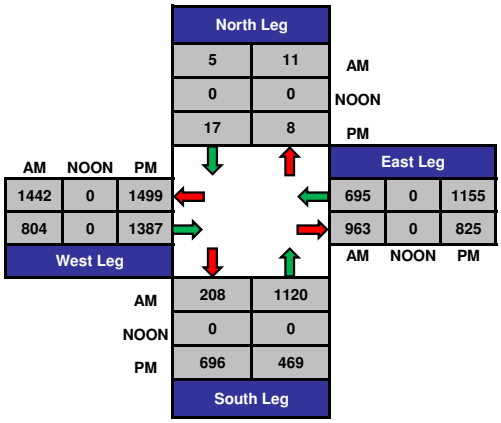
Project #: 17-5030-050
City: Burbank

AM Peak Hour	845 AM
NOON Peak Hour	
PM Peak Hour	530 PM

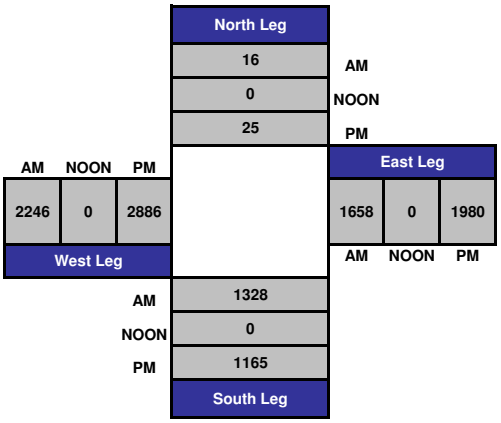


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

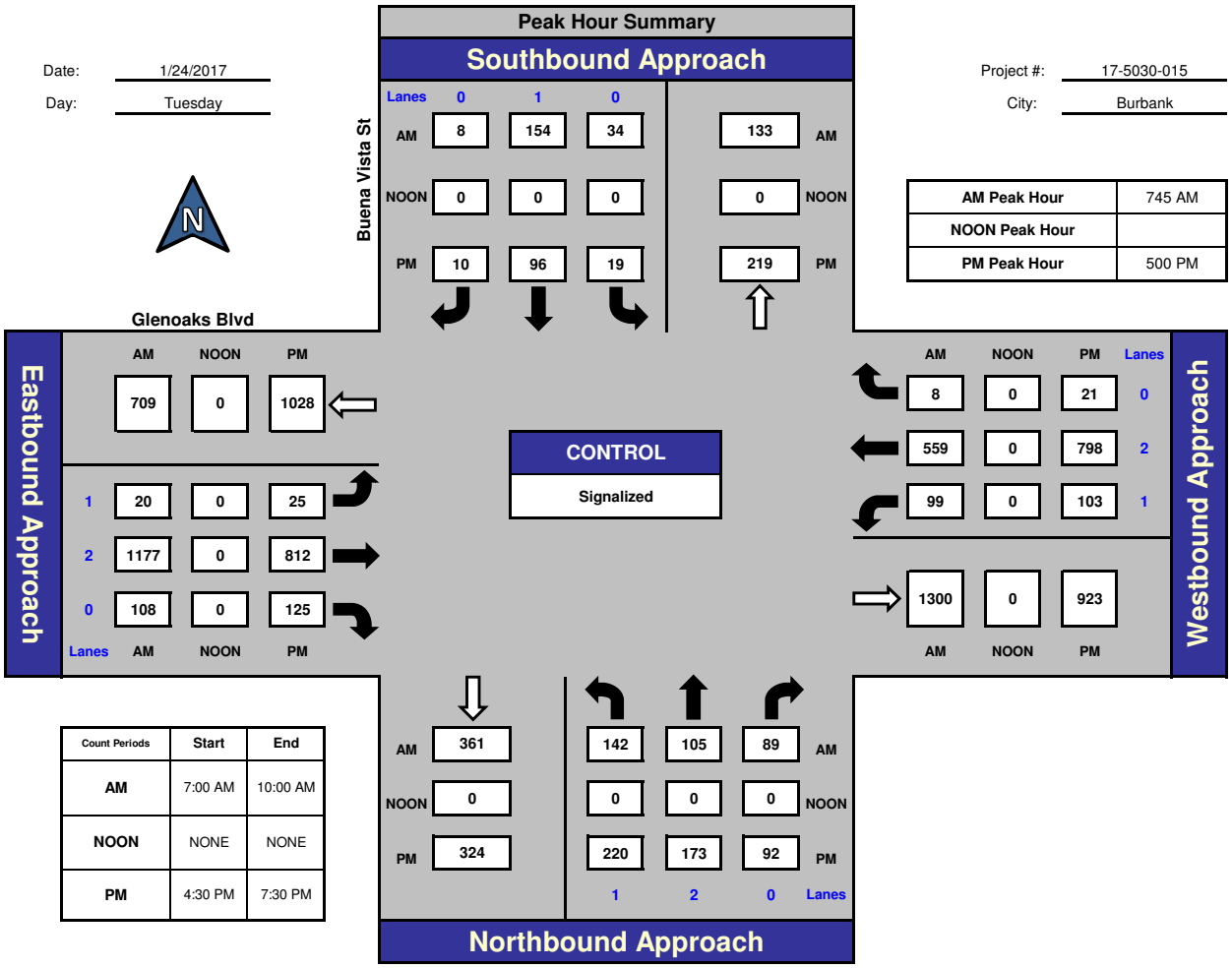
National Data & Surveying Services

Buena Vista St and Glenoaks Blvd , Burbank

Date: 1/24/2017
Day: Tuesday

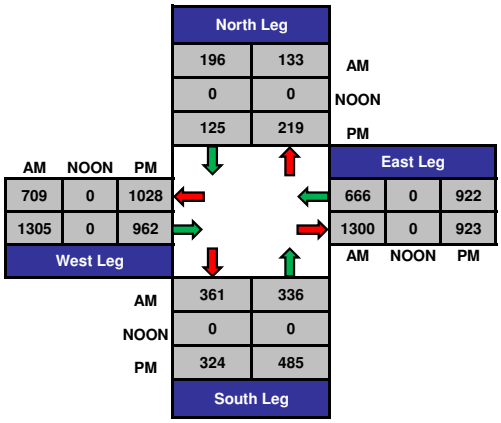
Project #: 17-5030-015
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

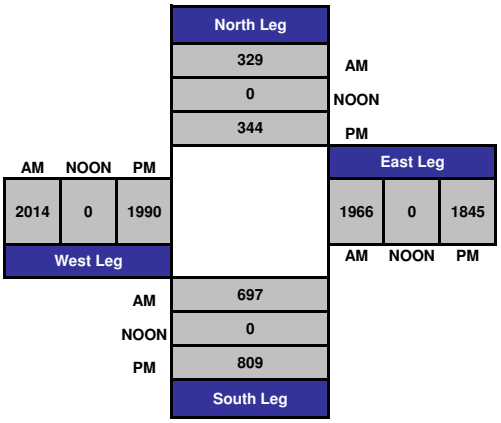


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and NB I-5 Ramps , Burbank

Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-057

City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Buena Vista St)

	Lanes	0	1	0		
AM		67	397	0	504	AM
NOON		0	0	0	0	NOON
PM		111	357	0	606	PM

Eastbound Approach (NB I-5 Ramps)

Lanes	AM	NOON	PM
	344	0	734
1	226	0	161
0	0	0	0
1	533	0	361
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	930	277	278	0	AM
NOON	0	0	0	0	NOON
PM	718	623	445	0	PM
		1	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	North Leg	
AM	464	504
NOON	0	0
PM	468	606

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
344	0	734	0	0	0
759	0	522	0	0	0

	South Leg	
AM	930	555
NOON	0	0
PM	718	1068

Total Volume Per Leg

North Leg	
968	AM
0	NOON
1074	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1103	0	1256	0	0	0

South Leg	
AM	1485
NOON	0
PM	1786

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Winona Ave , Burbank

Date: 1/24/2017
Day: Tuesday

Project #: 17-5030-058
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Buena Vista St)

	Lanes 0	2	1		
AM	168	725	29	547	AM
NOON	0	0	0	0	NOON
PM	149	534	37	1055	PM

Eastbound Approach (Winona Ave)

Lanes	AM	NOON	PM
	385	0	556
0.5	51	0	91
0.5	120	0	166
1	230	0	258
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
58	0	44	0.5
76	0	50	0.5
273	0	210	1
418	0	556	
AM	NOON	PM	

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Northbound Approach

AM	1228	141	438	269	AM
NOON	0	0	0	0	NOON
PM	1002	357	920	353	PM
		1	1.5	0.5	Lanes

Total Ins & Outs

	North Leg	
AM	922	547
NOON	0	0
PM	720	1055

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
385	0	556	407	0	304
401	0	515	418	0	556

	South Leg	
AM	1228	848
NOON	0	0
PM	1002	1630

Total Volume Per Leg

	North Leg
AM	1469
NOON	0
PM	1775

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
786	0	1071	825	0	860

	South Leg
AM	2076
NOON	0
PM	2632

ITM Peak Hour Summary

Prepared by:

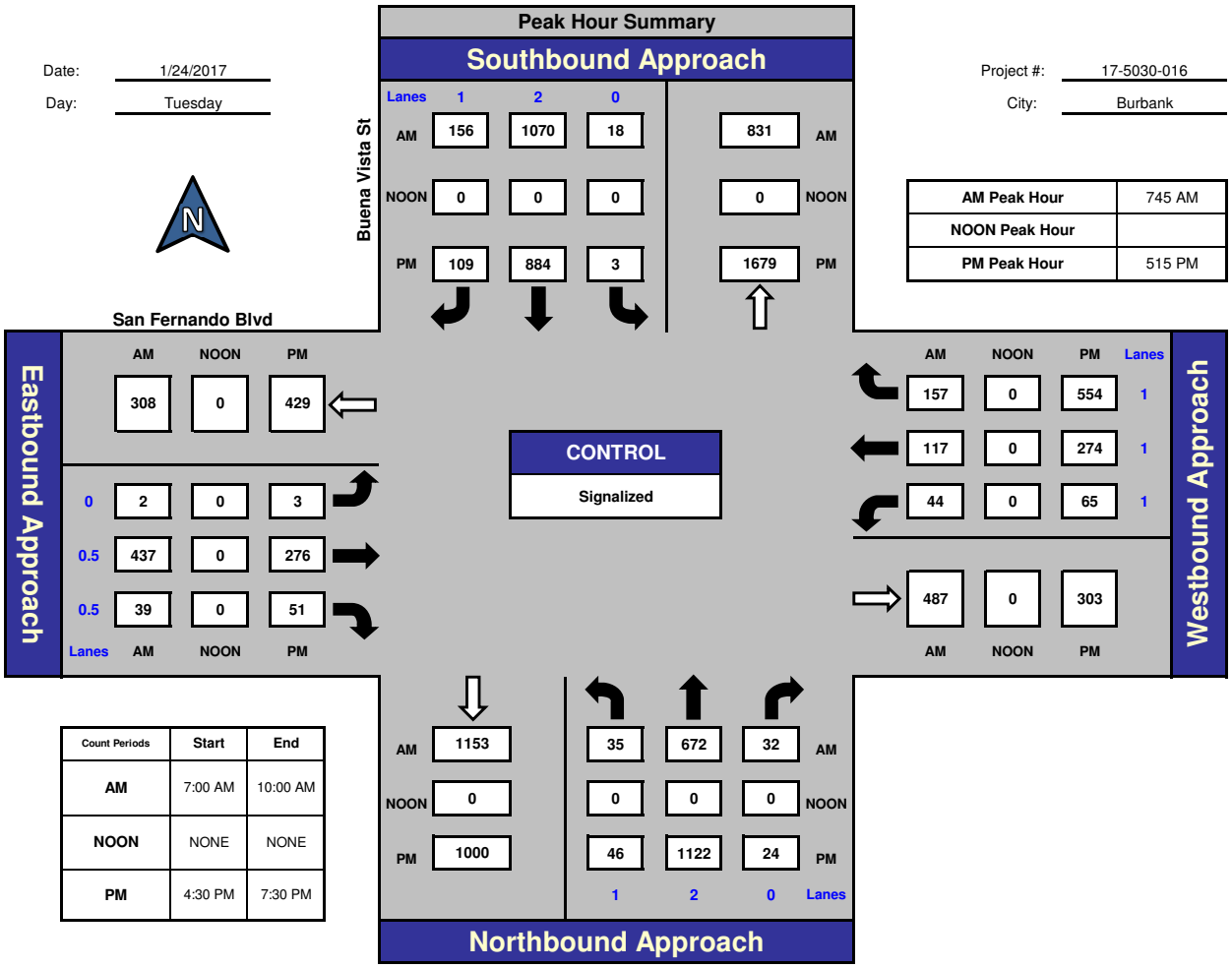
National Data & Surveying Services

Buena Vista St and San Fernando Blvd , Burbank

Date: 1/24/2017
Day: Tuesday

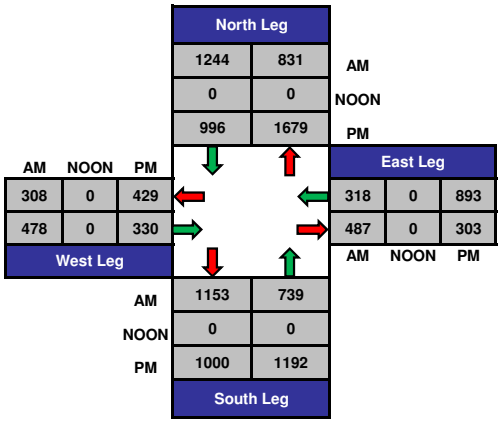
Project #: 17-5030-016
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

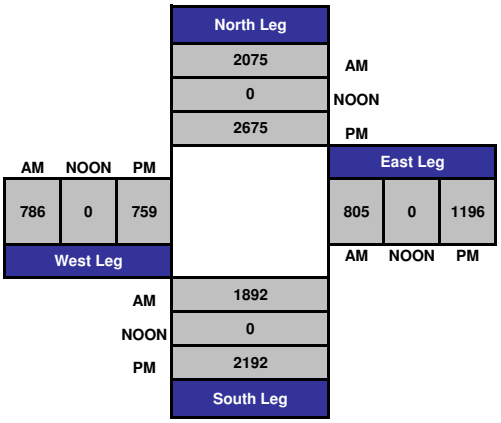


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Thornton Ave , Burbank

Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-059

City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Peak Hour Summary

Southbound Approach (Buena Vista St)

Lanes	0	2	1		
AM	243	735	154	750	AM
NOON	0	0	0	0	NOON
PM	180	701	146	1113	PM

Eastbound Approach (Thornton Ave)

Lanes	AM	NOON	PM
	337	0	290
1	175	0	211
1	173	0	77
0	113	0	67

Westbound Approach

Lanes	AM	NOON	PM
0	18	0	45
1	52	0	57
1	8	0	13
	337	0	242

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Northbound Approach

AM	856	42	557	10	AM
NOON	0	0	0	0	NOON
PM	781	53	857	19	PM
		1	2	0	Lanes

Total Ins & Outs

	AM	NOON	PM
North Leg	1132	0	1027
	750	0	1113
West Leg	337	0	290
	461	0	355
East Leg	78	0	115
	337	0	242
South Leg	856	0	781
	609	0	929

Total Volume Per Leg

	AM	NOON	PM
North Leg	1882	0	2140
West Leg	798	0	645
East Leg	415	0	357
South Leg	1465	0	1710

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Empire Ave , Burbank

Date: 1/24/2017
Day: Tuesday
Project #: 17-5030-017
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Peak Hour Summary

Southbound Approach (Buena Vista St)

Lanes	0	2	2	
AM	49	675	109	586 AM
NOON	0	0	0	0 NOON
PM	50	597	156	1007 PM

Eastbound Approach (Empire Ave)

Lanes	AM	NOON	PM
	331	0	385
2	54	0	77
2	219	0	187
1	230	0	193

Westbound Approach

Lanes	AM	NOON	PM
0	41	0	132
2	145	0	214
1	131	0	368
	626	0	756

Northbound Approach

AM	1036	137	491	298 AM
NOON	0	0	0	0 NOON
PM	1158	121	798	413 PM
Lanes		2	2	1 Lanes

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	833	0	803
	586	0	1007
West Leg	331	0	385
	503	0	457
East Leg	317	0	714
	626	0	756
South Leg	1036	0	1158
	926	0	1332

Total Volume Per Leg

	AM	NOON	PM
North Leg	1419	0	1810
West Leg	834	0	842
East Leg	943	0	1470
South Leg	1962	0	2490

ITM Peak Hour Summary

Prepared by:

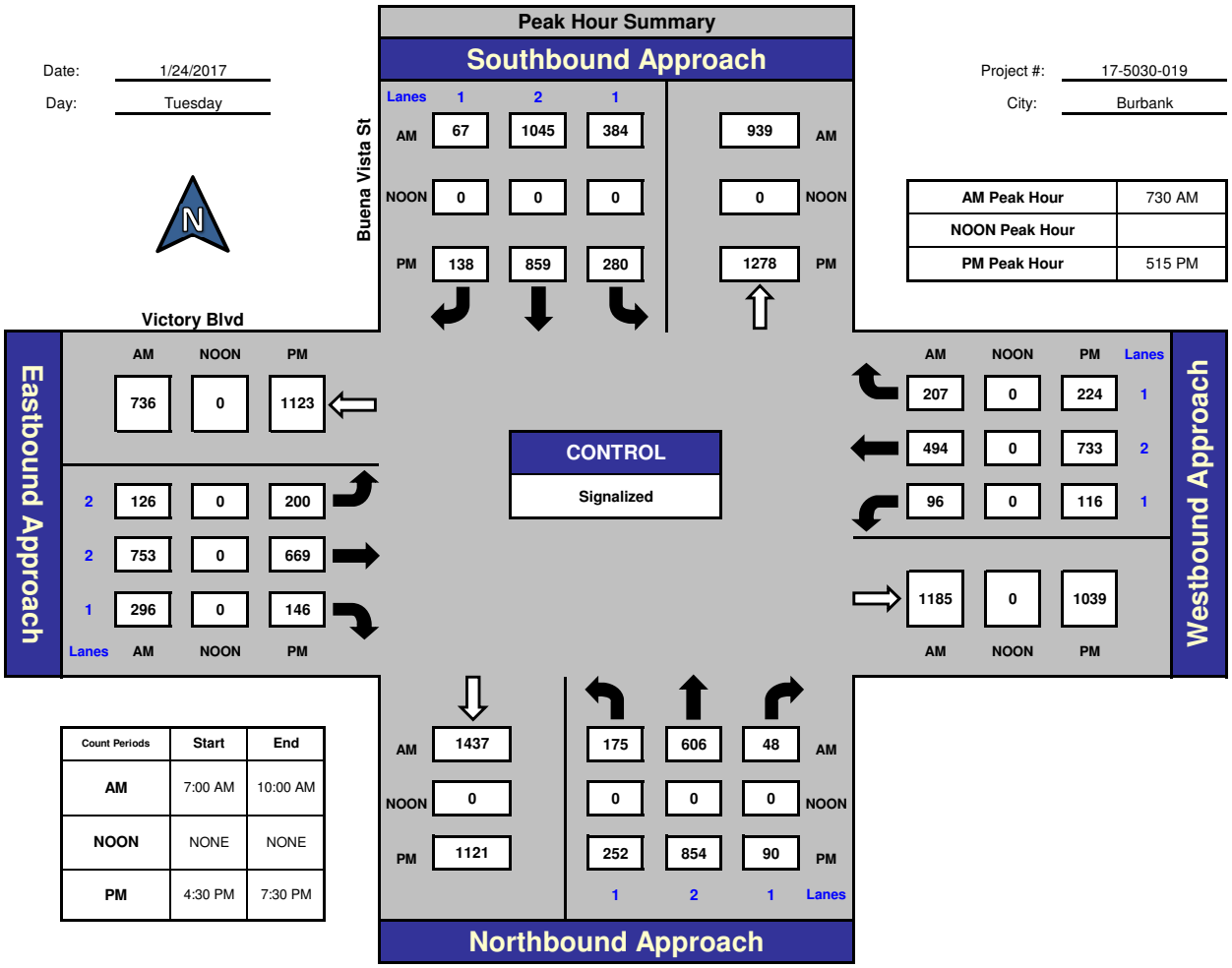
National Data & Surveying Services

Buena Vista St and Victory Blvd , Burbank

Date: 1/24/2017
Day: Tuesday

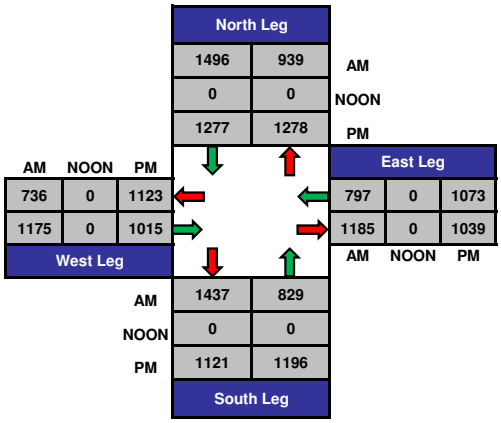
Project #: 17-5030-019
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

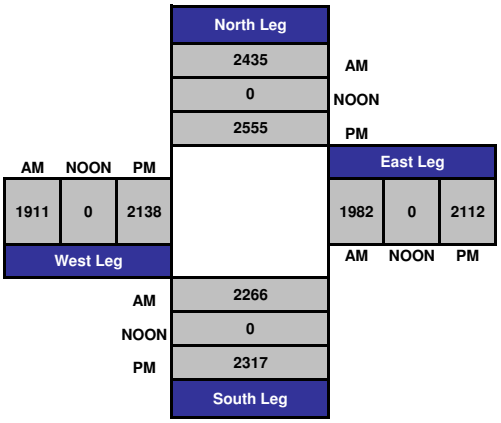


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Burbank Blvd , Burbank

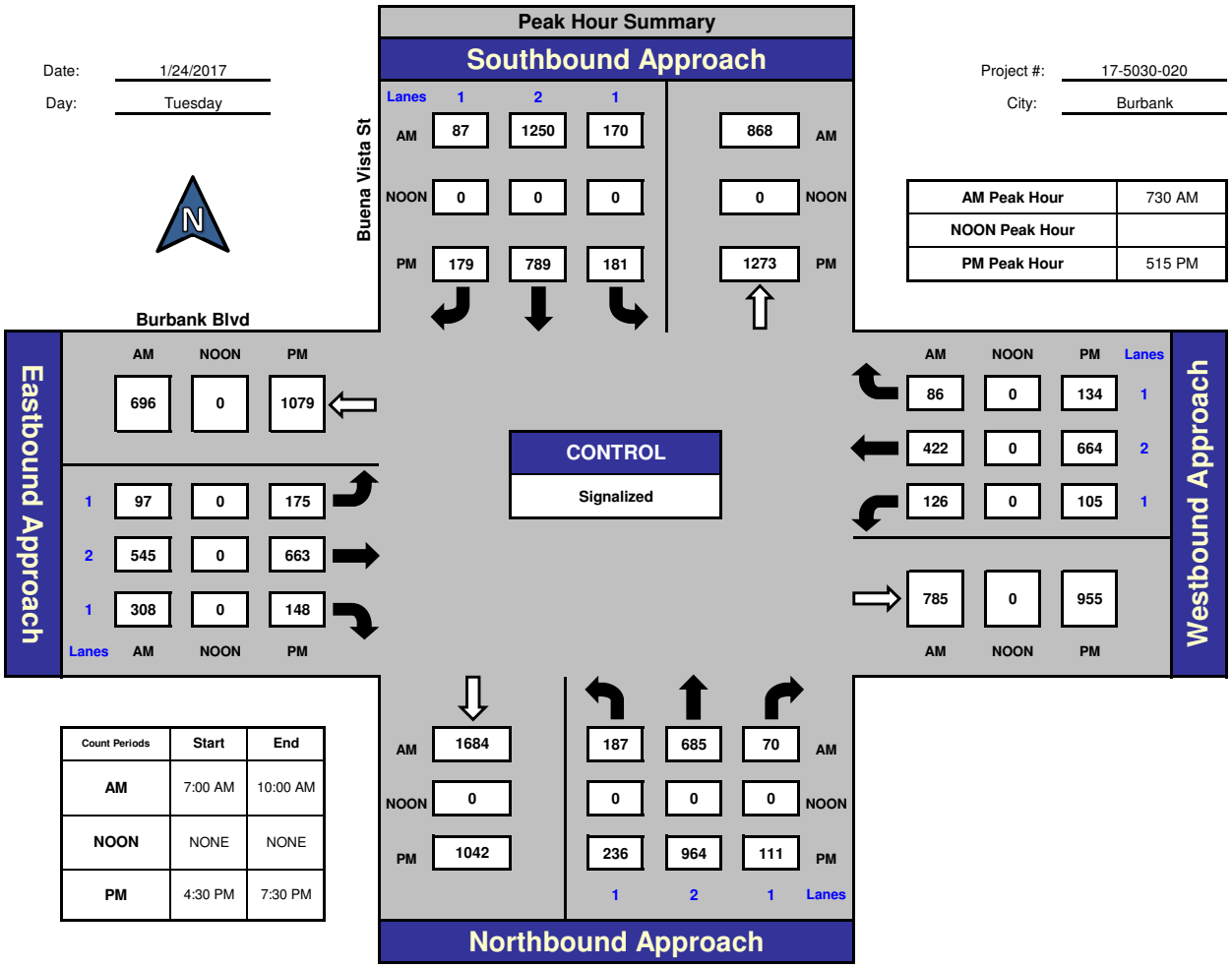
Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-020

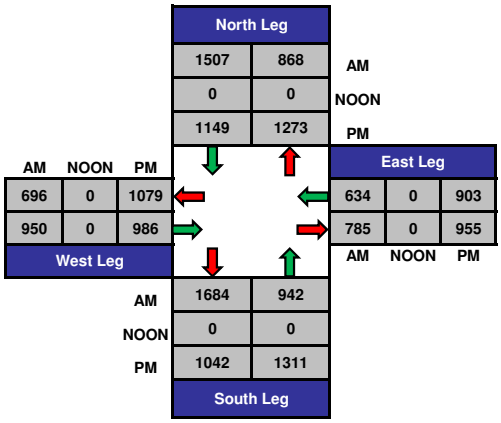
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

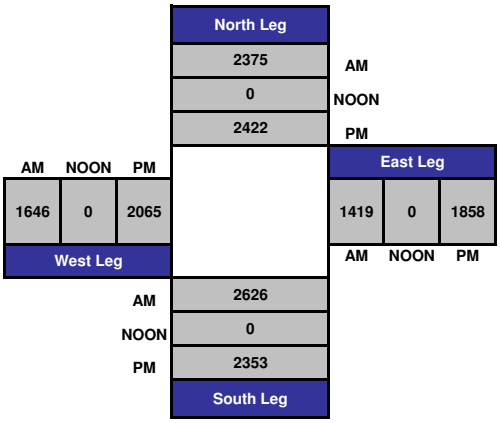


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

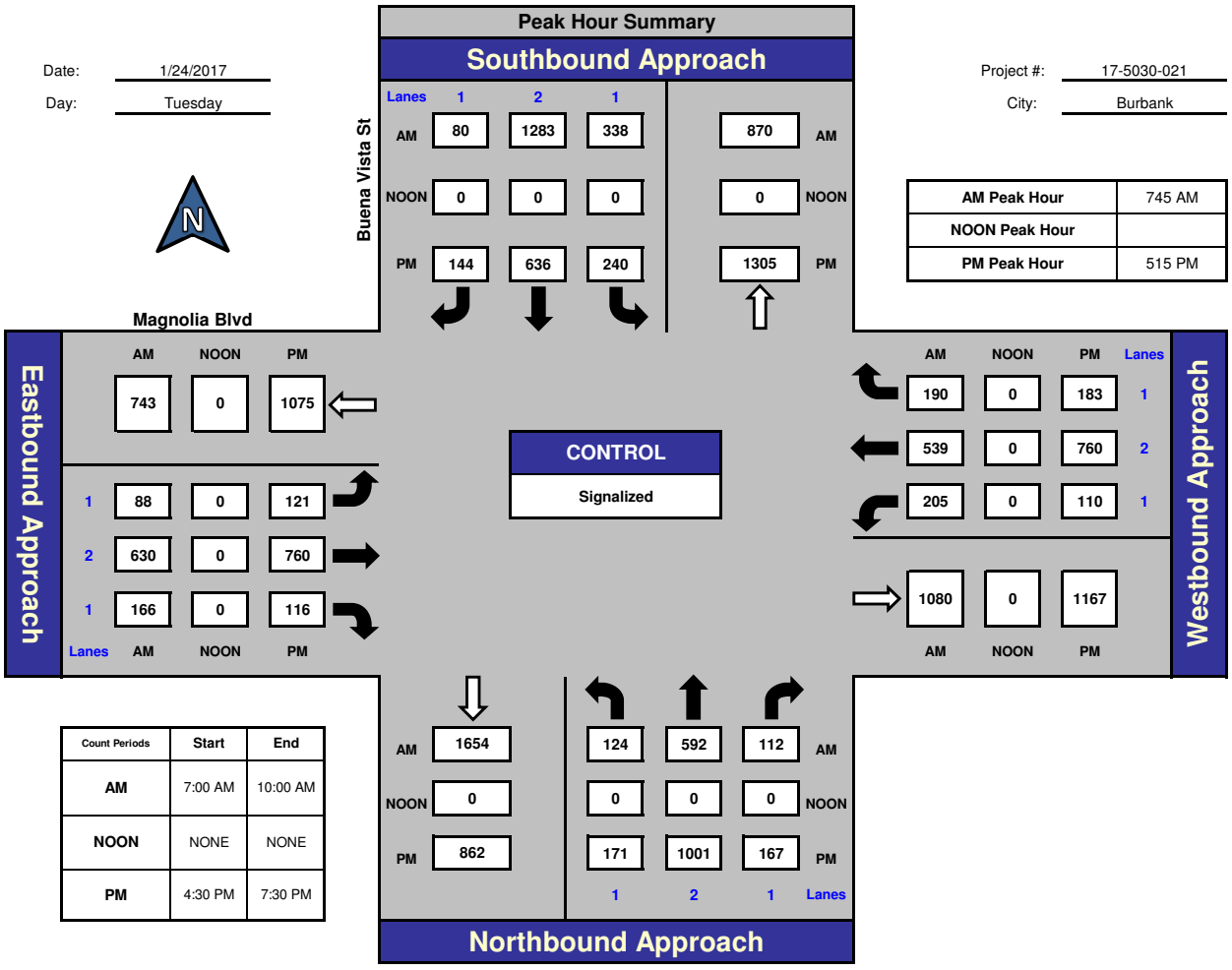
National Data & Surveying Services

Buena Vista St and Magnolia Blvd , Burbank

Date: 1/24/2017
Day: Tuesday

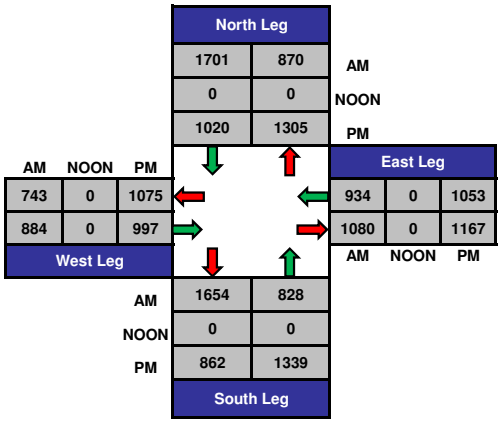
Project #: 17-5030-021
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

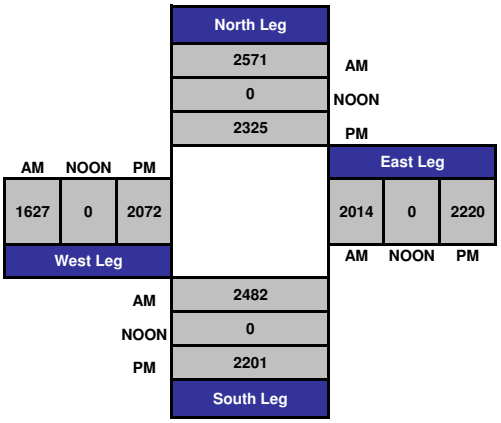


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Olive Ave , Burbank

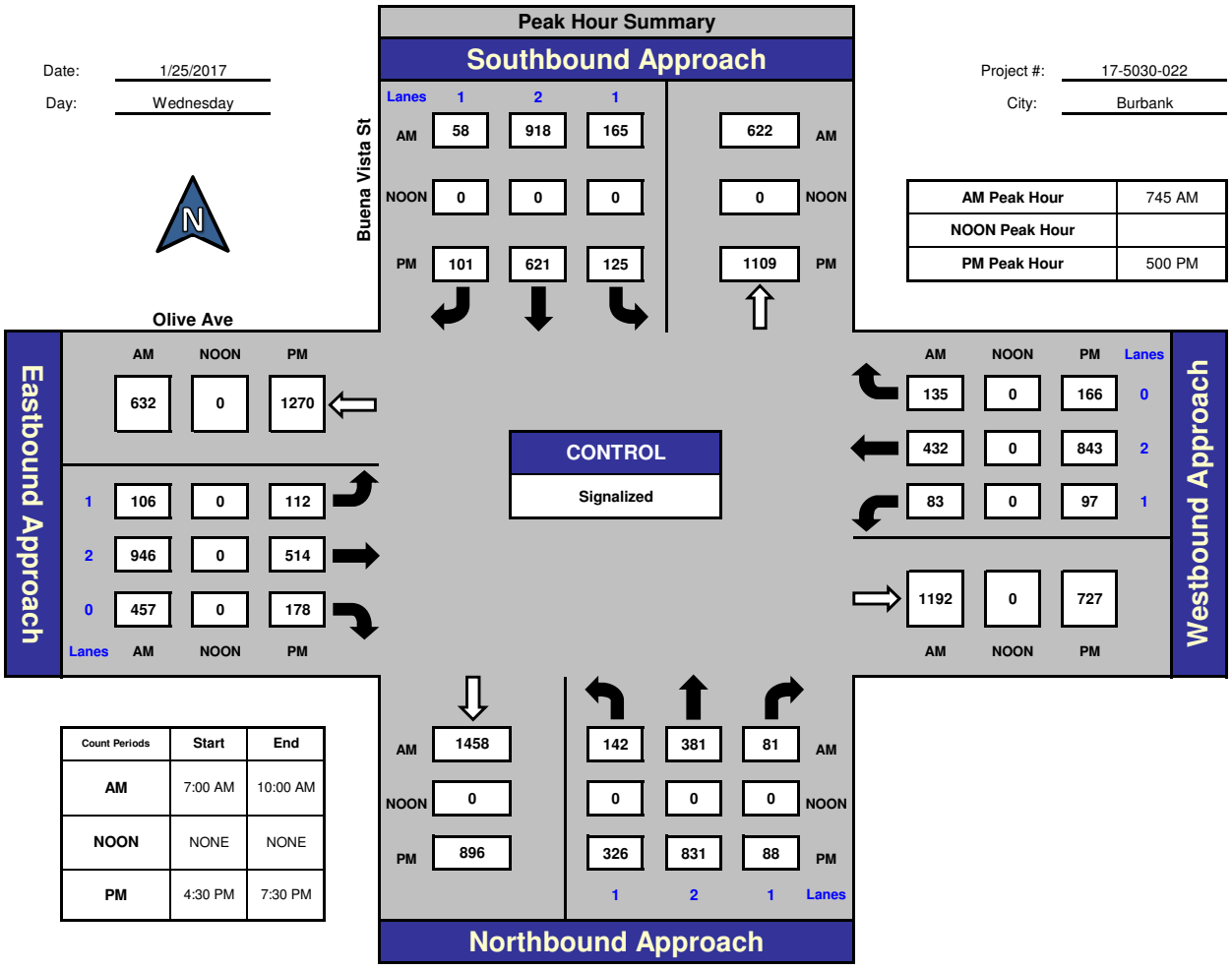
Date: 1/25/2017

Day: Wednesday

Project #: 17-5030-022

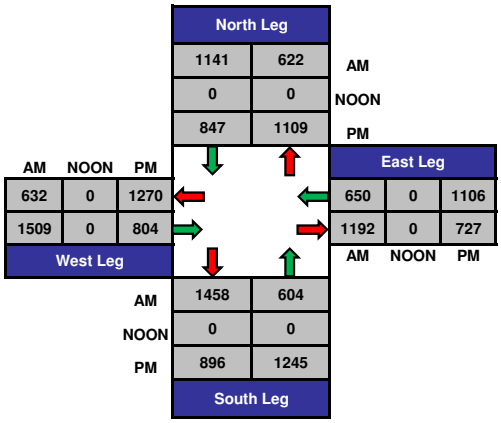
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

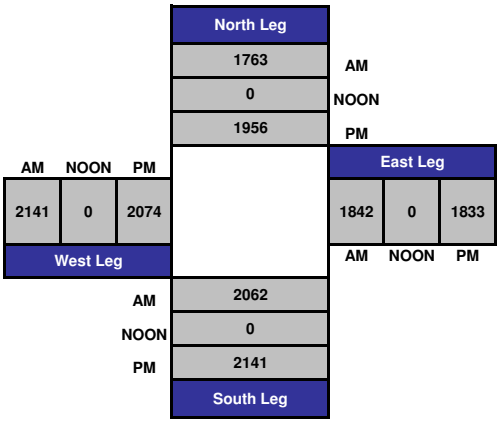


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

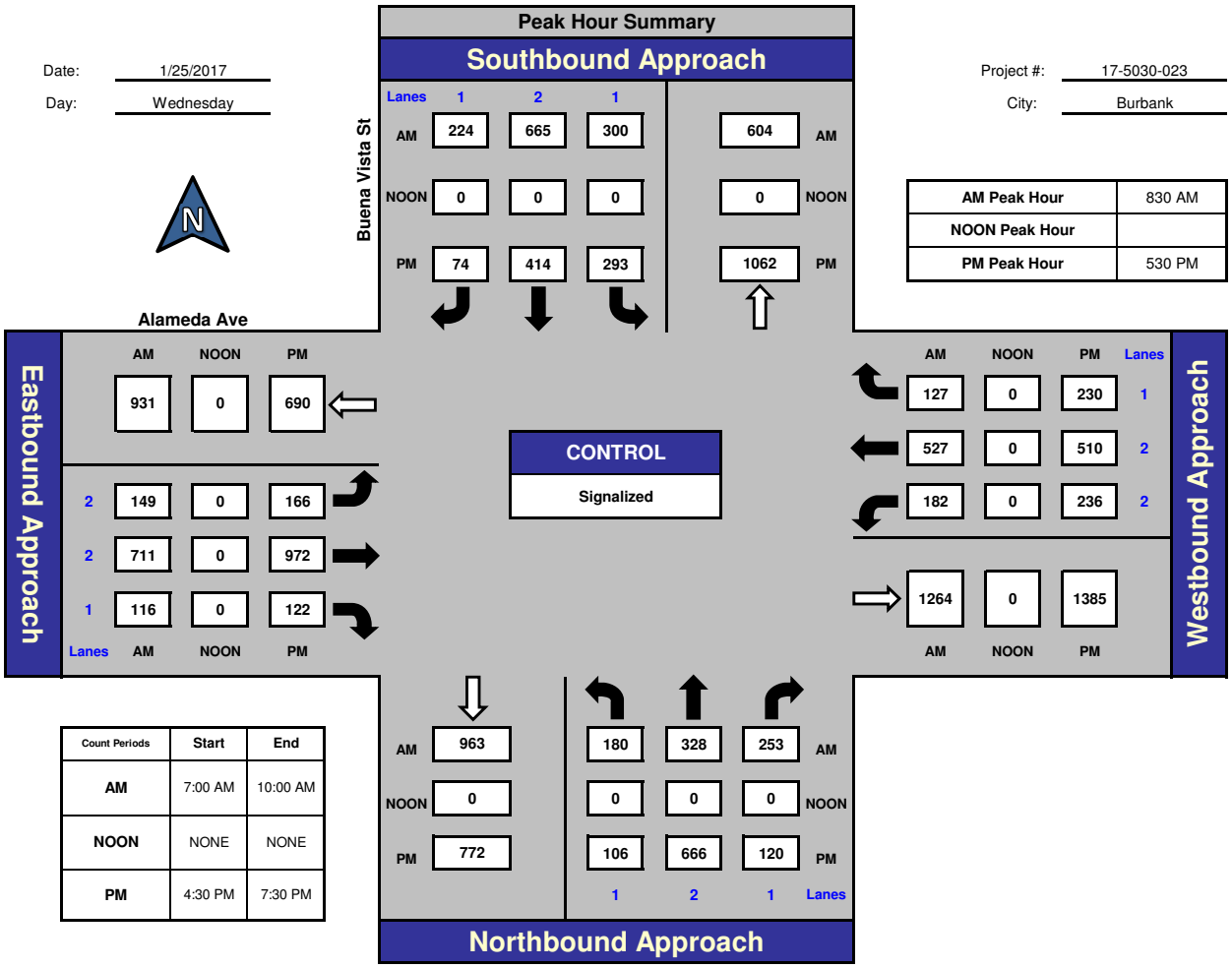
National Data & Surveying Services

Buena Vista St and Alameda Ave , Burbank

Date: 1/25/2017
Day: Wednesday

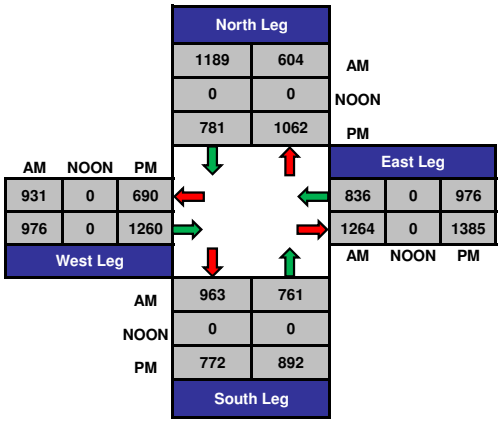
Project #: 17-5030-023
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	530 PM

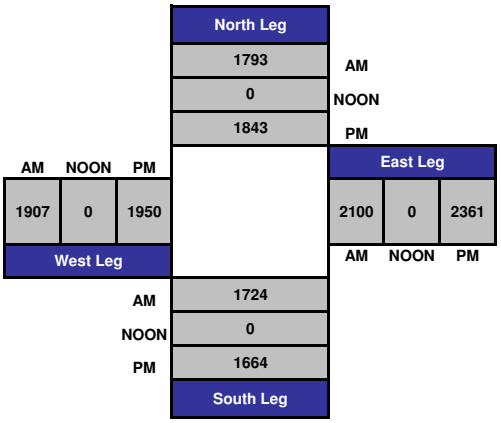


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

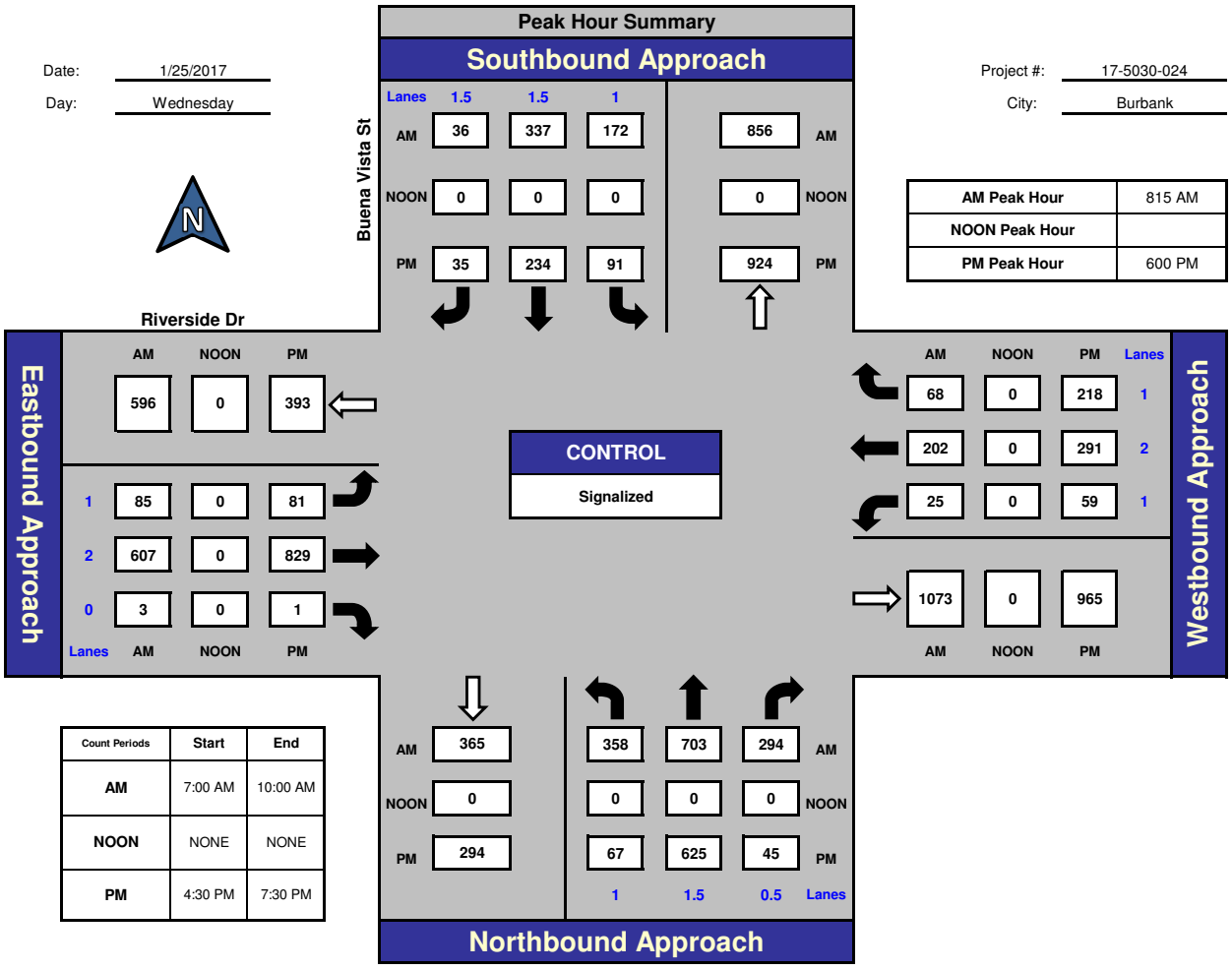
Buena Vista St and Riverside Dr , Burbank

Date: 1/25/2017

Day: Wednesday

Project #: 17-5030-024

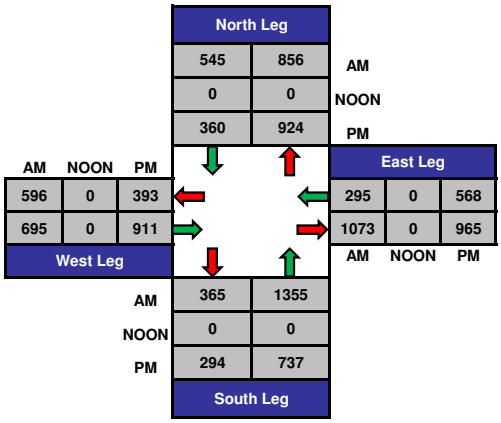
City: Burbank



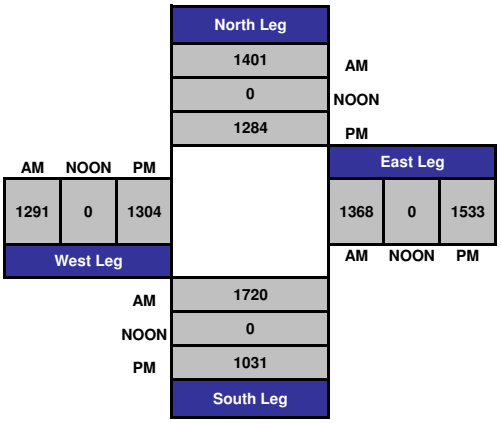
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	600 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

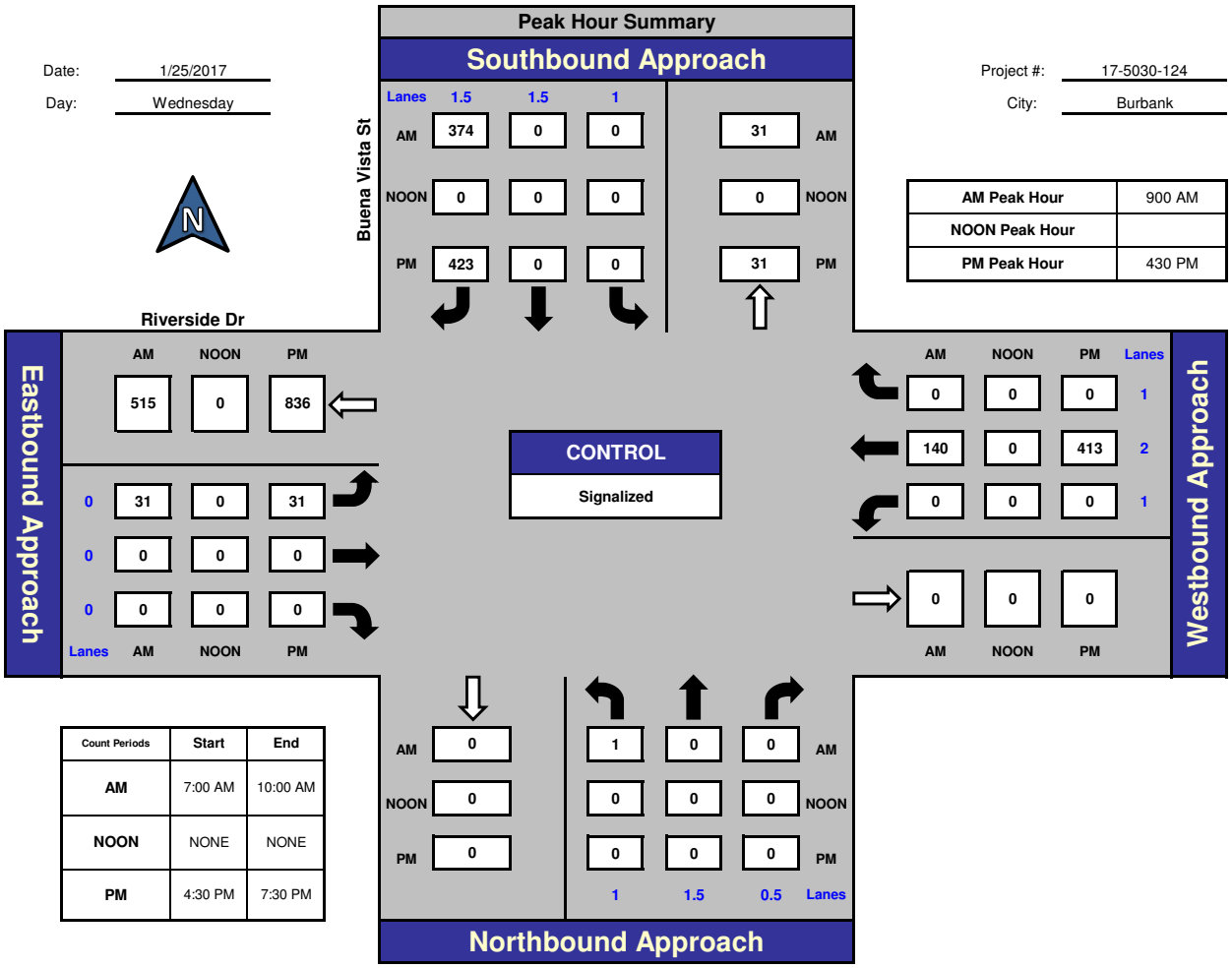
Prepared by:

National Data & Surveying Services

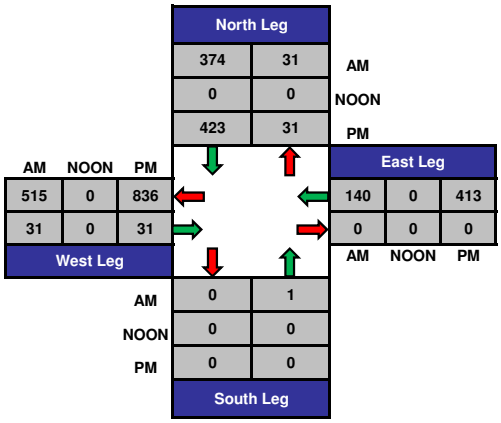
Buena Vista St and Riverside Dr , Burbank

Date: 1/25/2017
Day: Wednesday
Project #: 17-5030-124
City: Burbank

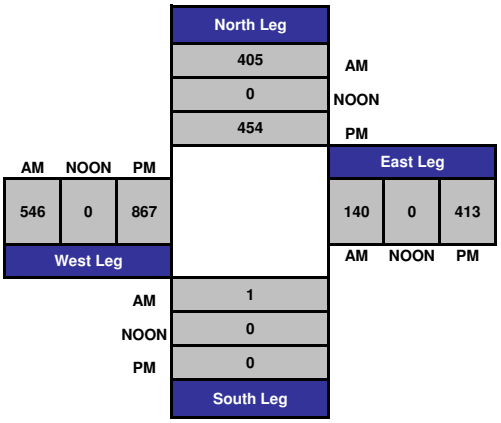
AM Peak Hour	900 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

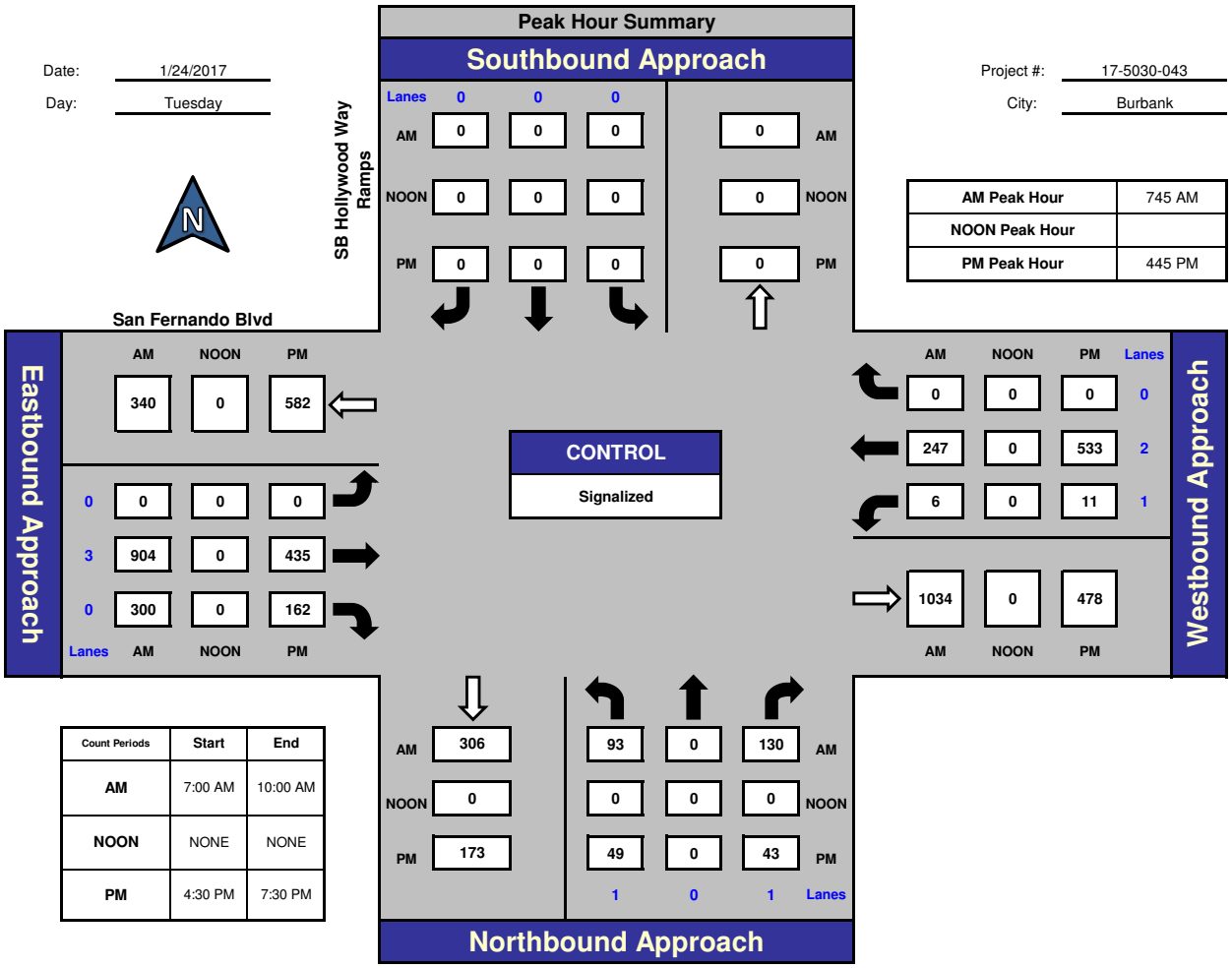
Prepared by:

National Data & Surveying Services

SB Hollywood Way Ramps and San Fernando Blvd , Burbank

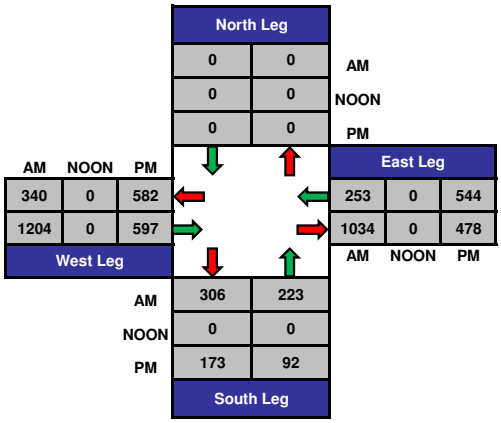
Date: 1/24/2017
Day: Tuesday
Project #: 17-5030-043
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

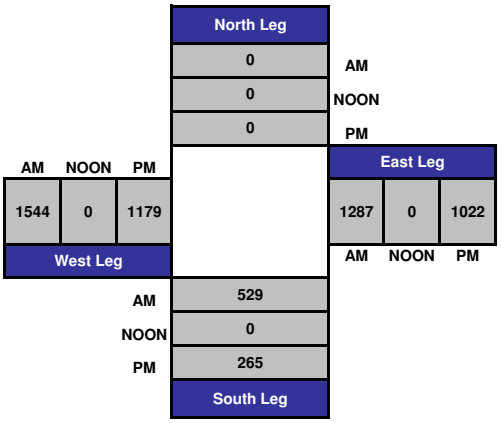


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SB Hollywood Way Ramps and San Fernando Blvd , Burbank

Date: 1/24/2017
Day: Tuesday
Project #: 17-5030-045
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	North Leg		
AM	0	0	AM
NOON	0	0	NOON
PM	0	0	PM

West Leg				East Leg			
AM	NOON	PM		AM	NOON	PM	
256	0	565		194	0	515	
1068	0	460		890	0	306	

	South Leg	
AM	219	103
NOON	0	0
PM	242	138

Total Volume Per Leg

	North Leg	
AM	0	AM
NOON	0	NOON
PM	0	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1324	0	1025	1084	0	821

	South Leg
AM	322
NOON	0
PM	380

ITM Peak Hour Summary

Prepared by:

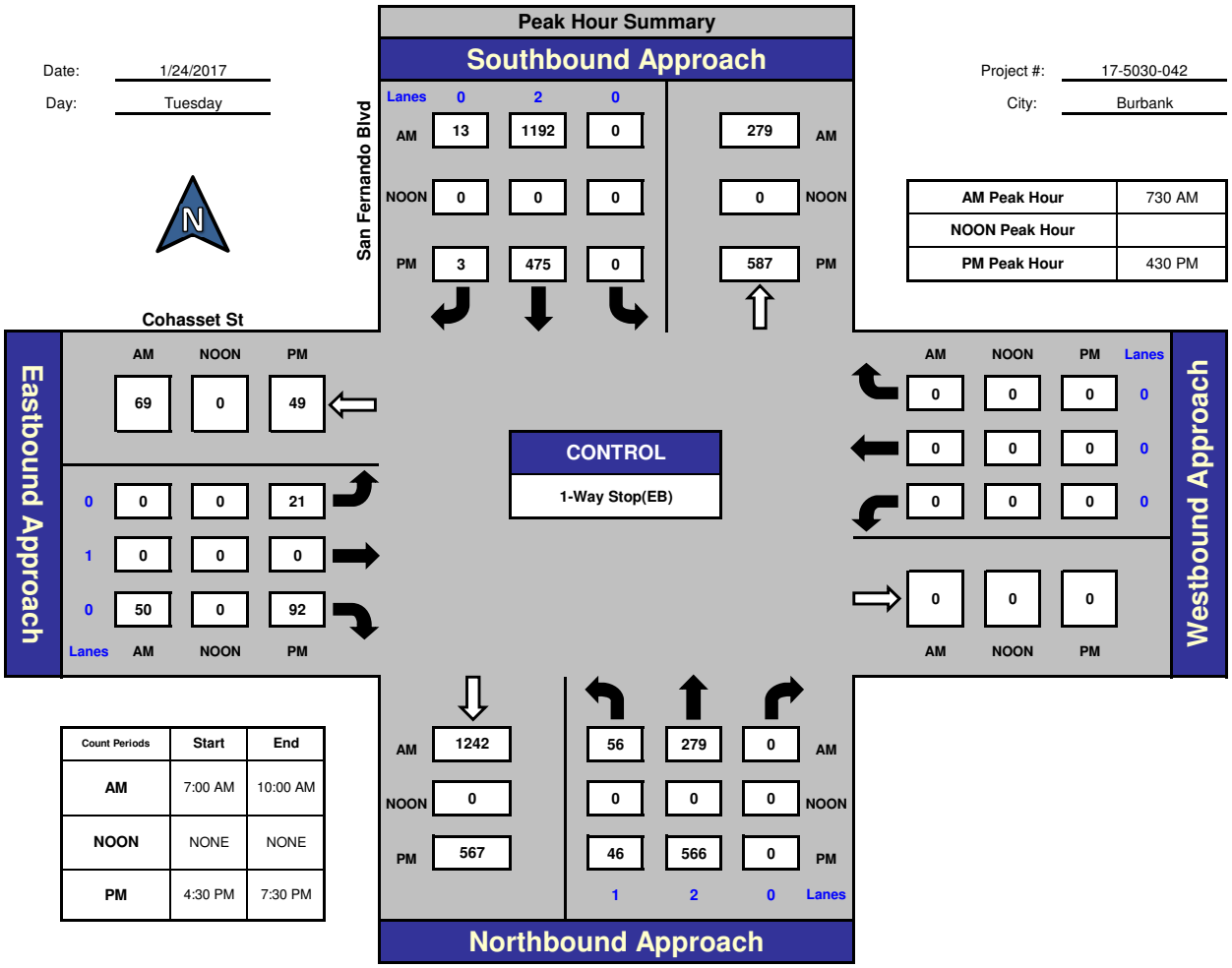
National Data & Surveying Services

San Fernando Blvd and Cohasset St , Burbank

Date: 1/24/2017
Day: Tuesday

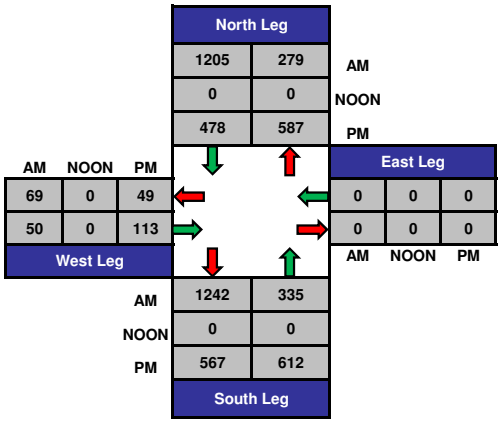
Project #: 17-5030-042
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

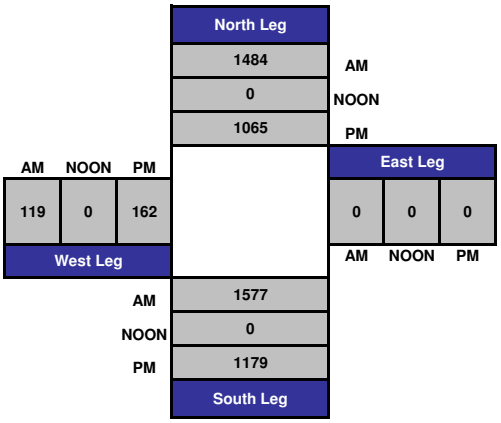


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

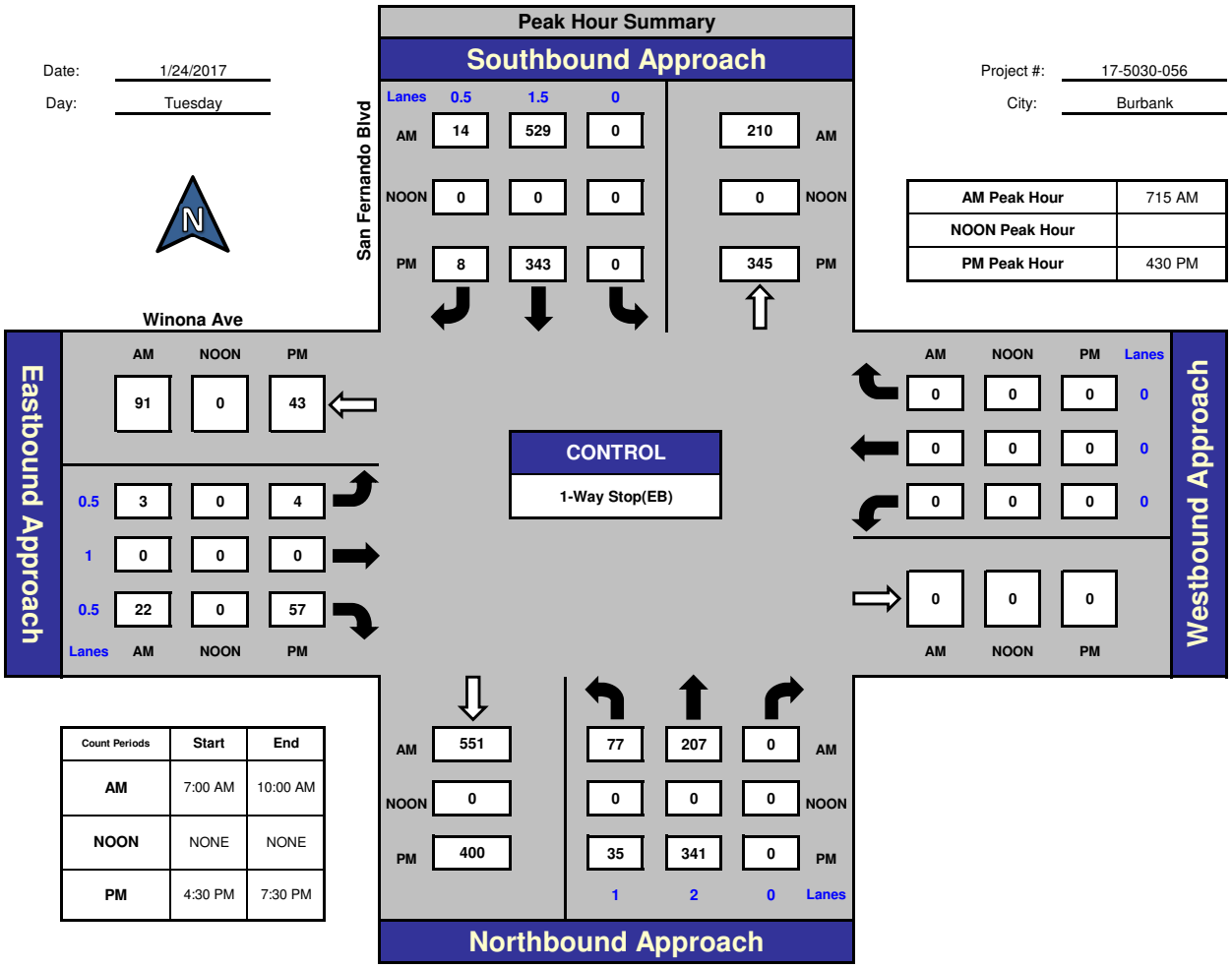
National Data & Surveying Services

San Fernando Blvd and Winona Ave , Burbank

Date: 1/24/2017
Day: Tuesday

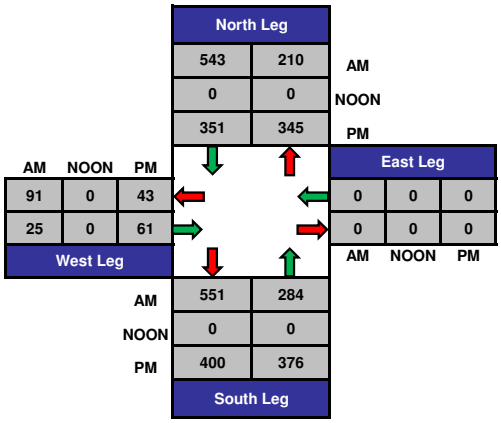
Project #: 17-5030-056
City: Burbank

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

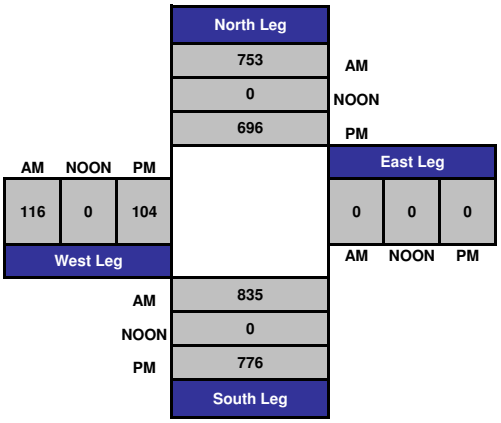


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

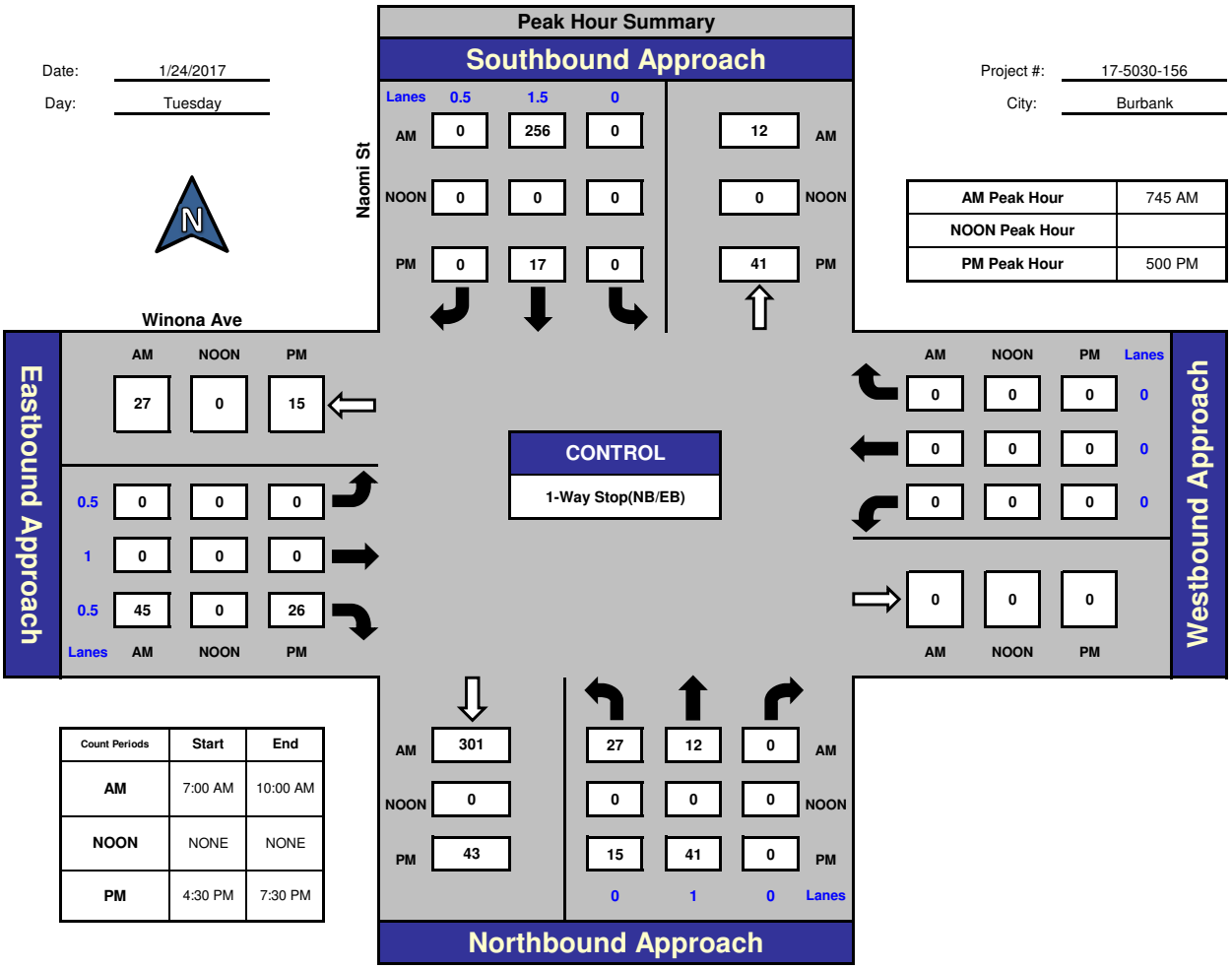
Naomi St and Winona Ave , Burbank

Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-156

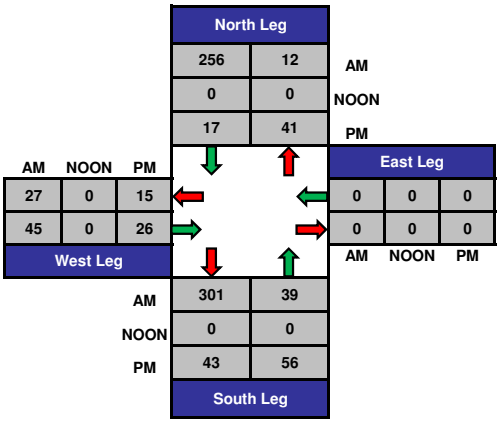
City: Burbank



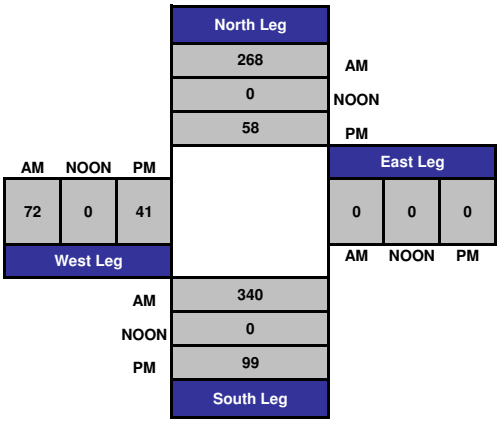
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Naomi St and Winona Ave , Burbank

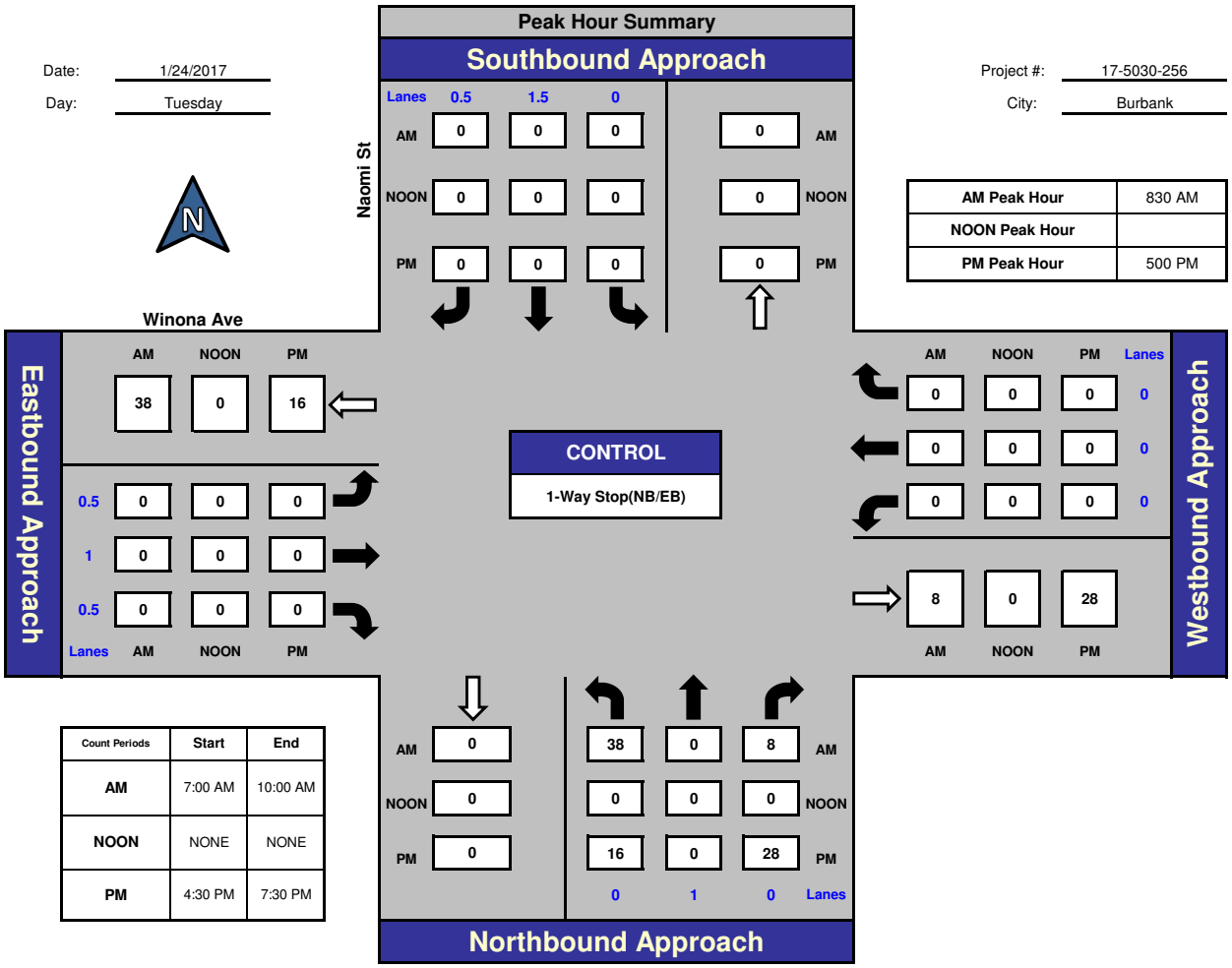
Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-256

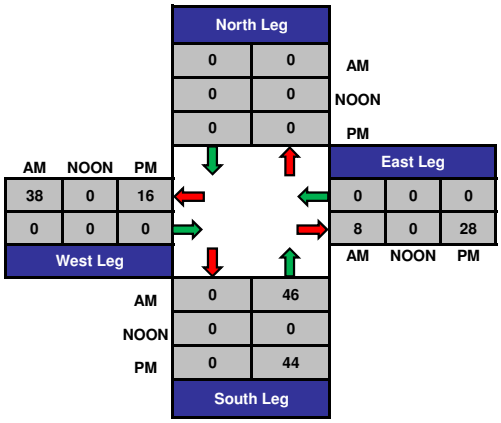
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM

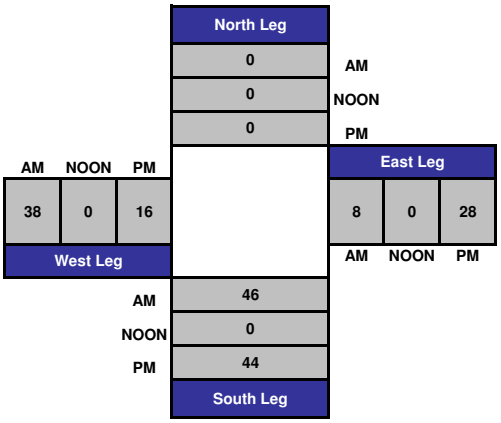


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

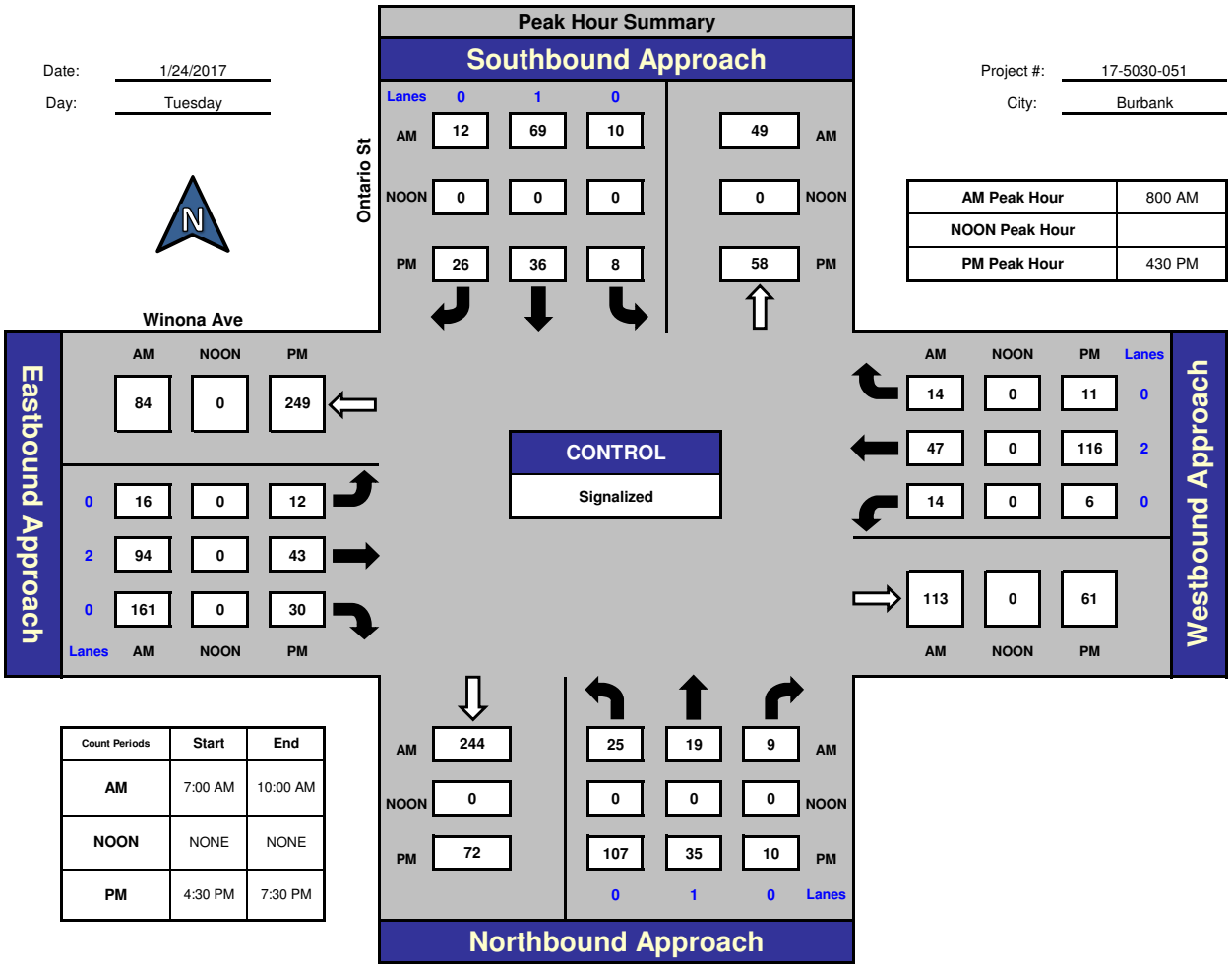
National Data & Surveying Services

Ontario St and Winona Ave , Burbank

Date: 1/24/2017
Day: Tuesday

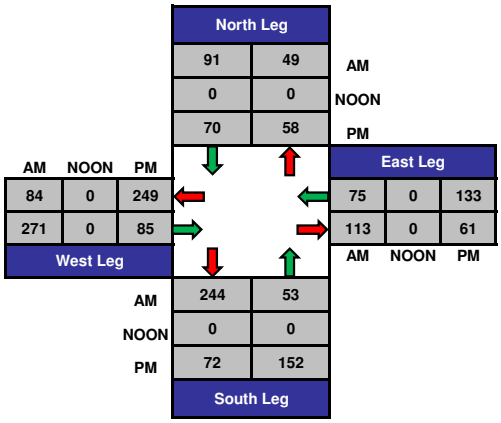
Project #: 17-5030-051
City: Burbank

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

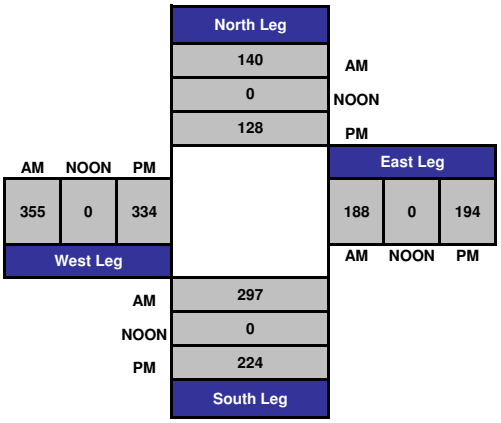


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Ontario St and Thornton Ave , Burbank

Date: 1/24/2017
Day: Tuesday

Project #: 17-5030-052
City: Burbank

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Ontario St)

	Lanes 0	1	0	
AM	22	200	52	95 AM
NOON	0	0	0	0 NOON
PM	24	47	25	178 PM

Eastbound Approach (Thornton Ave)

Lanes	AM	NOON	PM
	215	0	306
1	27	0	10
1	154	0	142
0	126	0	28

Westbound Approach

Lanes	AM	NOON	PM
0	34	0	30
1	162	0	166
1	159	0	37
	245	0	311

Northbound Approach

	Lanes 0	1	0	
AM	485	31	34	39 AM
NOON	0	0	0	0 NOON
PM	112	116	138	144 PM

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	North Leg		
AM	274	95	AM
NOON	0	0	NOON
PM	96	178	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
215	0	306		355	0	233
307	0	180		245	0	311

	South Leg	
AM	485	104
NOON	0	0
PM	112	398

Total Volume Per Leg

	North Leg
AM	369
NOON	0
PM	274

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
522	0	486		600	0	544

	South Leg
AM	589
NOON	0
PM	510

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Ontario St and Empire Ave , Burbank

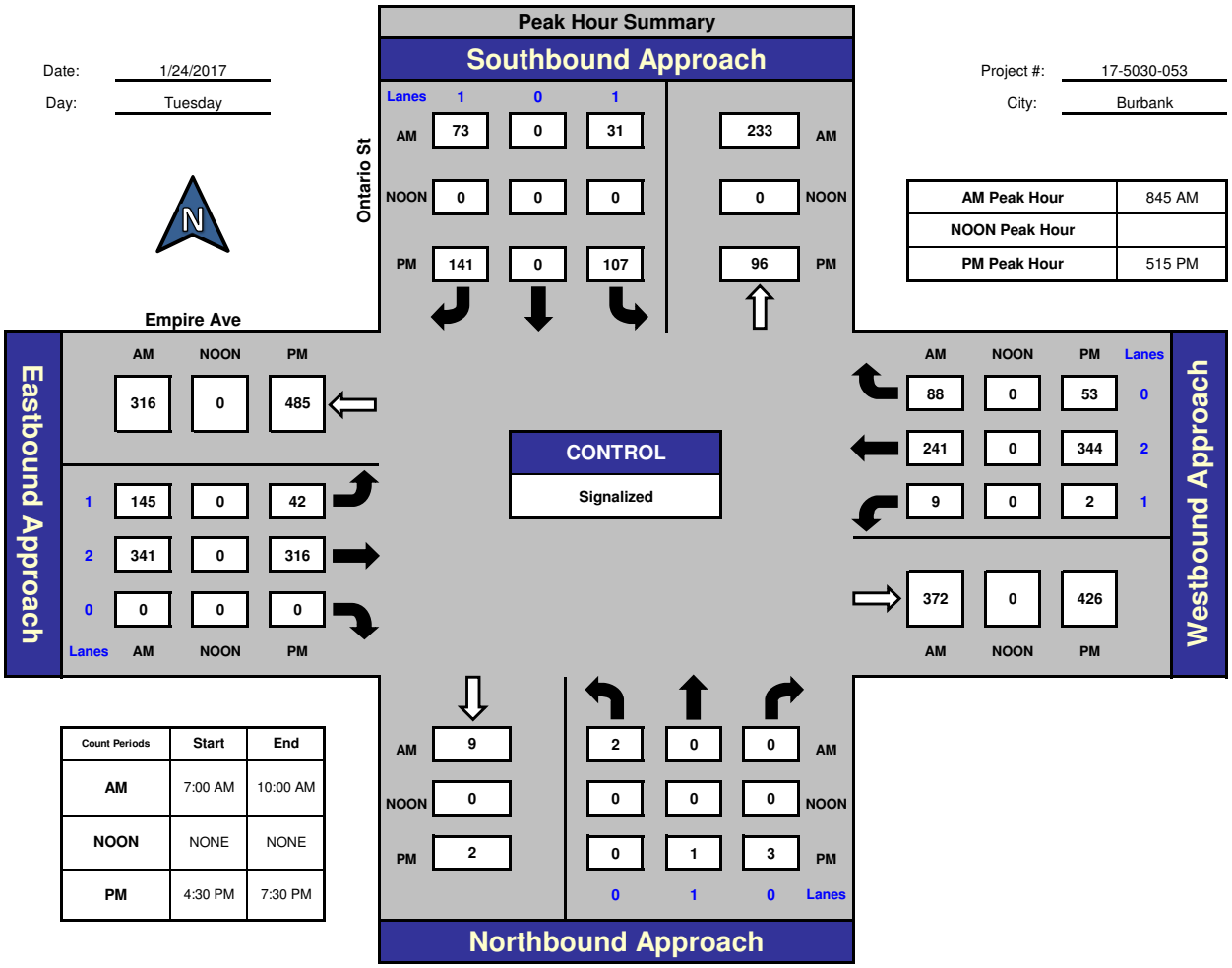
Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-053

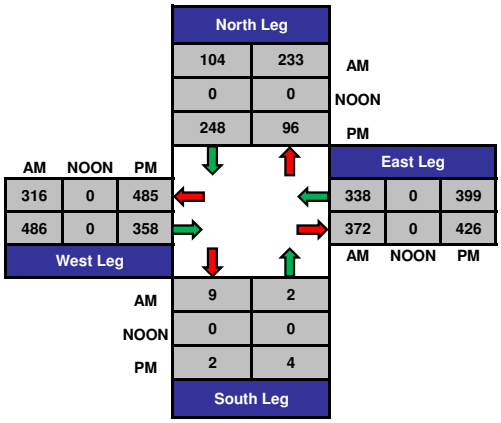
City: Burbank

AM Peak Hour	845 AM
NOON Peak Hour	
PM Peak Hour	515 PM

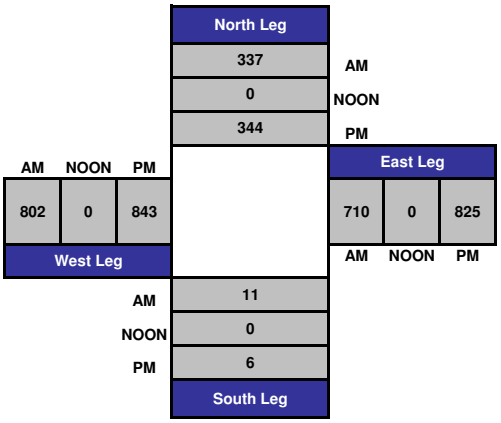


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Avon St and Empire Ave , Burbank

Date: 1/24/2017
Day: Tuesday
Project #: 17-5030-049
City: Burbank

AM Peak Hour	845 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Peak Hour Summary

Southbound Approach

Lanes	0	1	0		
AM	9	0	99	170	AM
NOON	0	0	0	0	NOON
PM	19	0	59	296	PM

Avon St

Empire Ave

Eastbound Approach

Lanes	AM	NOON	PM
	162	0	441
1	101	0	93
2	535	0	233
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	69	0	203
2	153	0	422
0	0	0	0
	634	0	292

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
Lanes		0	0	0	Lanes

Total Ins & Outs

	North Leg		
AM	108	170	AM
NOON	0	0	NOON
PM	78	296	PM

West Leg			East Leg		
AM	NOON	PM			
162	0	441	222	0	625
636	0	326	634	0	292
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
AM	278	AM
NOON	0	NOON
PM	374	PM

West Leg			East Leg		
AM	NOON	PM			
798	0	767	856	0	917
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	0

ITM Peak Hour Summary

Prepared by:

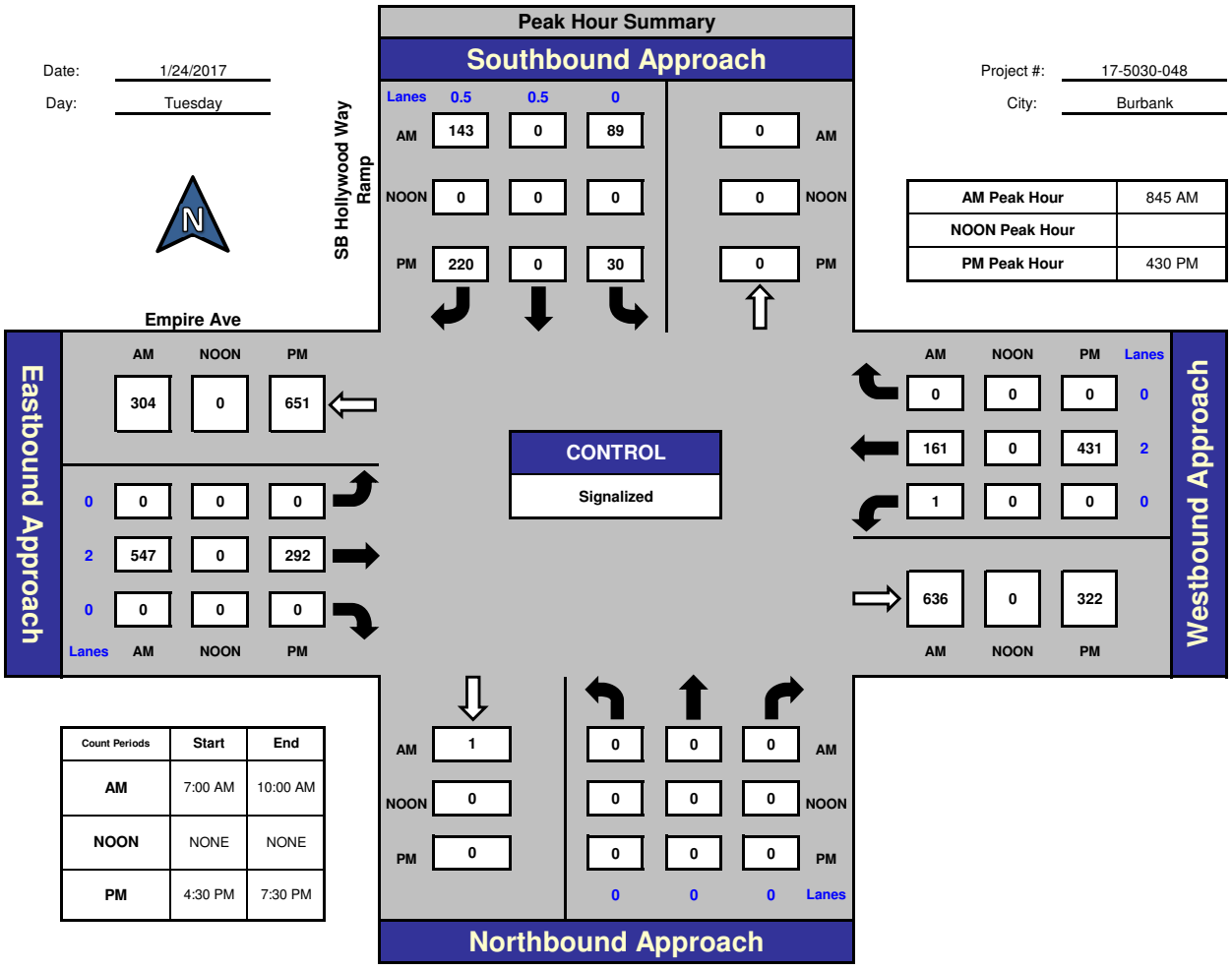
National Data & Surveying Services

SB Hollywood Way Ramp and Empire Ave , Burbank

Date: 1/24/2017
Day: Tuesday

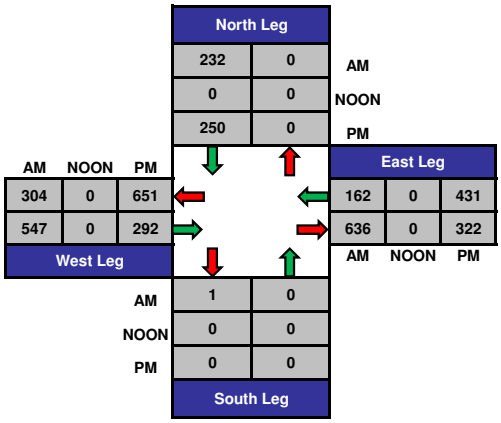
Project #: 17-5030-048
City: Burbank

AM Peak Hour	845 AM
NOON Peak Hour	
PM Peak Hour	430 PM

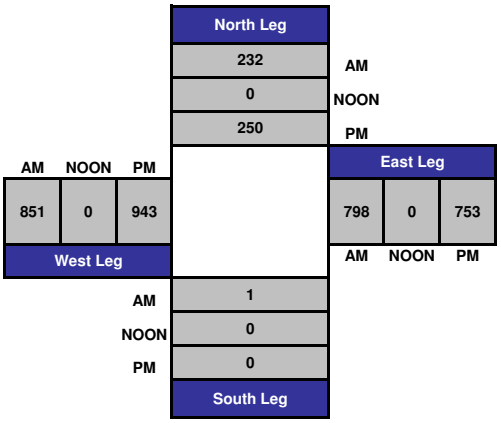


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

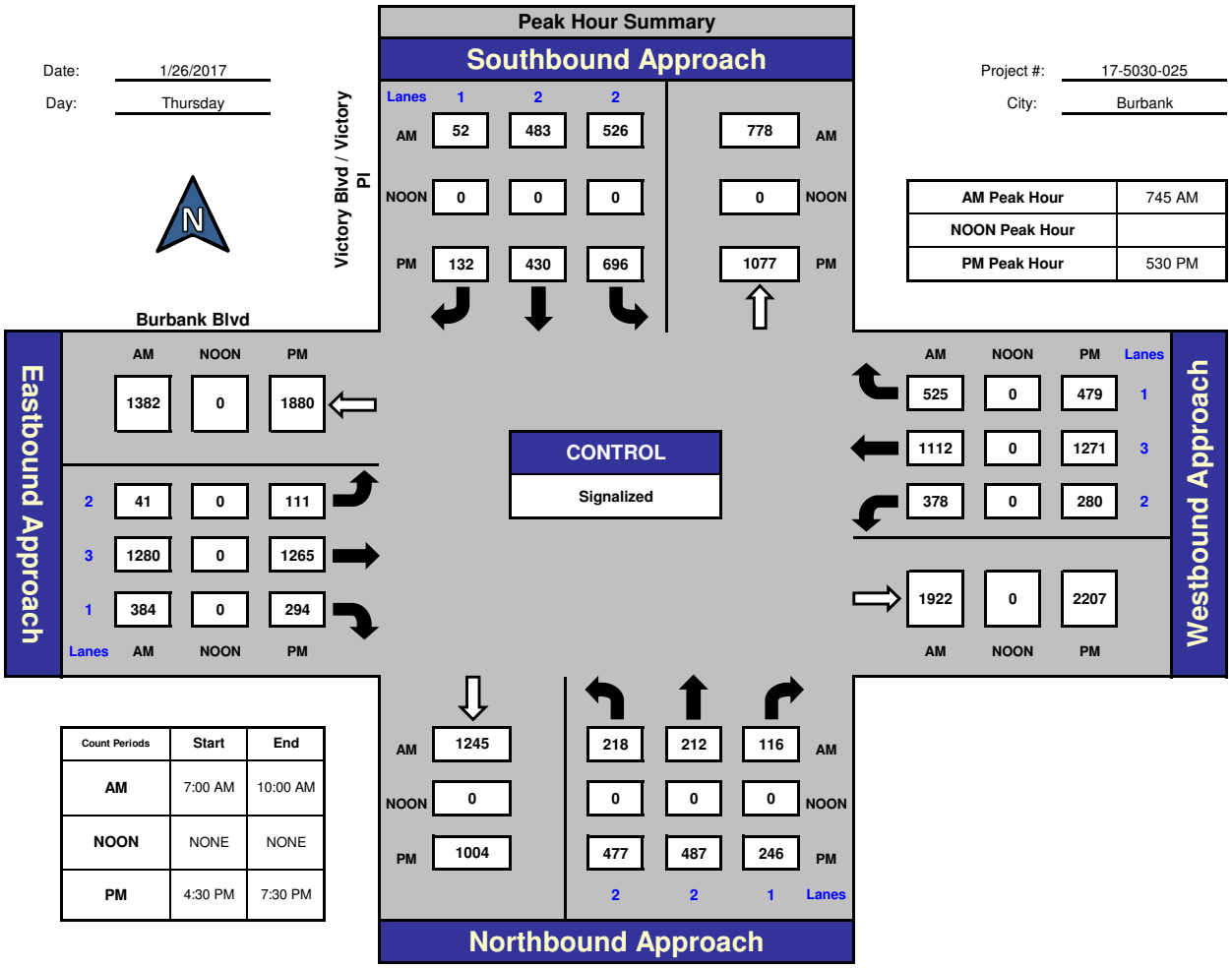
Prepared by:

National Data & Surveying Services

Victory Blvd / Victory Pl and Burbank Blvd , Burbank

Date: 1/26/2017
Day: Thursday

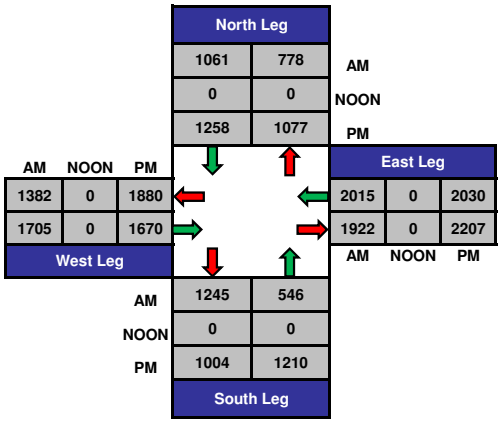
Project #: 17-5030-025
City: Burbank



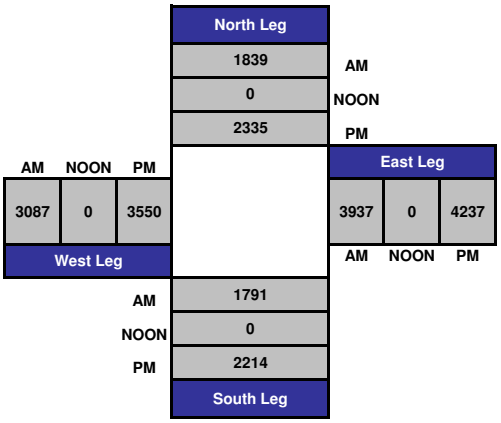
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	530 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Victory Blvd / Victory Pl and Burbank Blvd , Burbank

Date: 1/26/2017

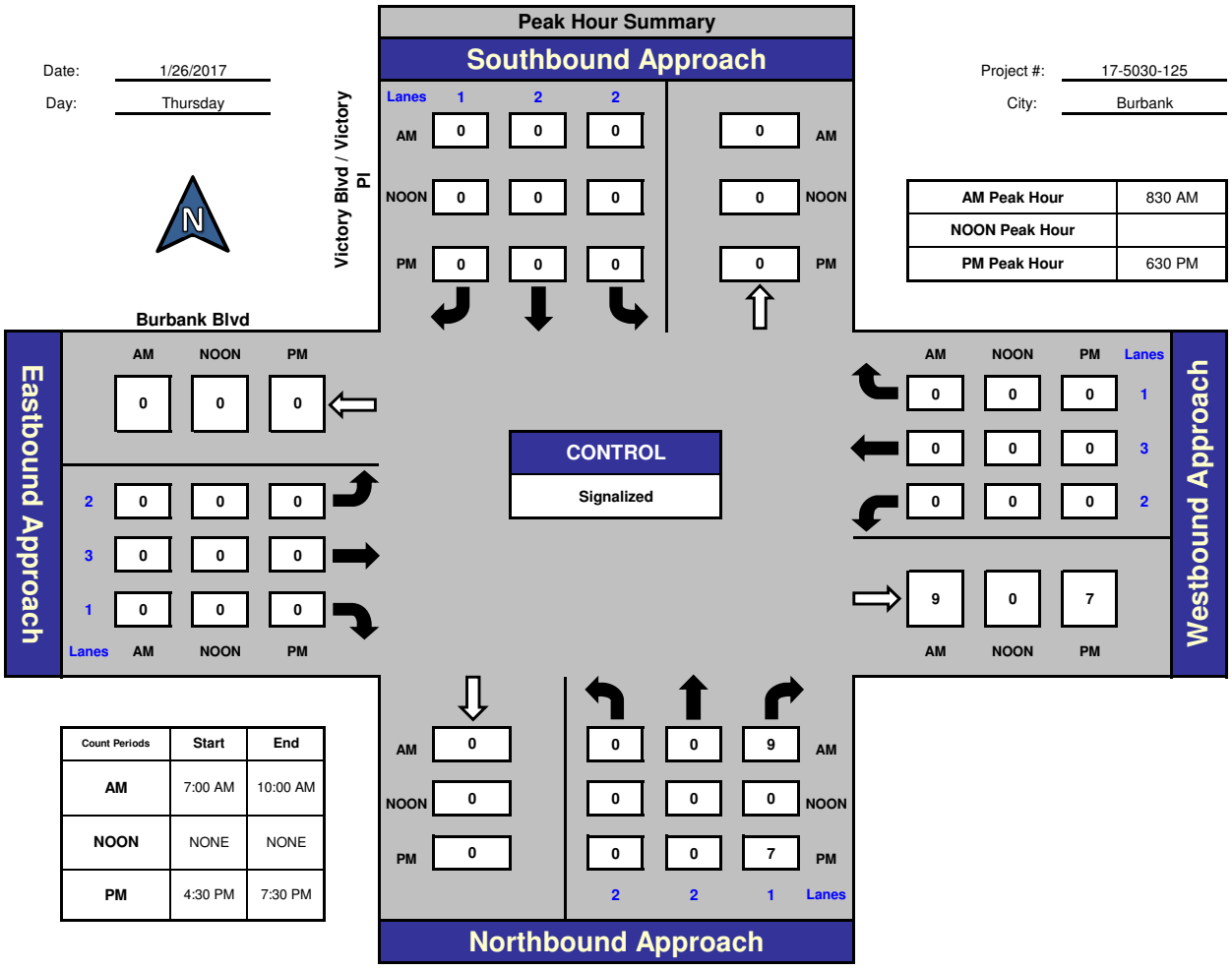
Day: Thursday

Project #: 17-5030-125

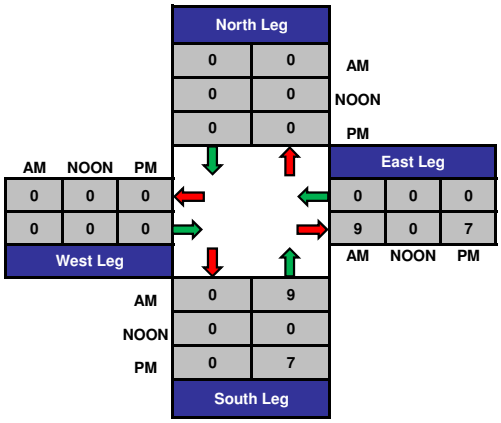
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	630 PM

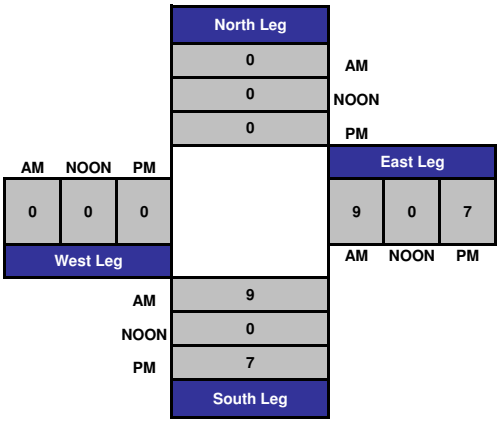
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SB I-5 Ramps / Front St and Burbank Blvd , Burbank

Date: 1/26/2017
Day: Thursday

Project #: 17-5030-068
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Peak Hour Summary

Southbound Approach (SB I-5 Ramps / Front St)

	Lanes 1	0.5	1.5	
AM	265	95	203	0 AM
NOON	0	0	0	0 NOON
PM	308	36	451	1 PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	2073	0	2074
0	0	0	1
2	1400	0	1806
1	584	0	352

Westbound Approach

Lanes	AM	NOON	PM
1	0	0	0
3	1592	0	1504
1	60	0	18
	1613	0	2295

CONTROL: Signalized

Northbound Approach

				Lanes
AM	739	216	0	10
NOON	0	0	0	0
PM	406	262	0	38
		1	0	1

Total Ins & Outs

	North Leg		
AM	563	0	AM
NOON	0	0	NOON
PM	795	1	PM

West Leg			East Leg		
AM	NOON	PM			
2073	0	2074	1652	0	1522
1984	0	2159	1613	0	2295
			AM	NOON	PM

	South Leg	
AM	739	226
NOON	0	0
PM	406	300

Total Volume Per Leg

North Leg	
563	AM
0	NOON
796	PM

West Leg			East Leg		
AM	NOON	PM			
4057	0	4233	3265	0	3817
			AM	NOON	PM

South Leg	
AM	965
NOON	0
PM	706

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

NB I-5 Ramps and Burbank Blvd , Burbank

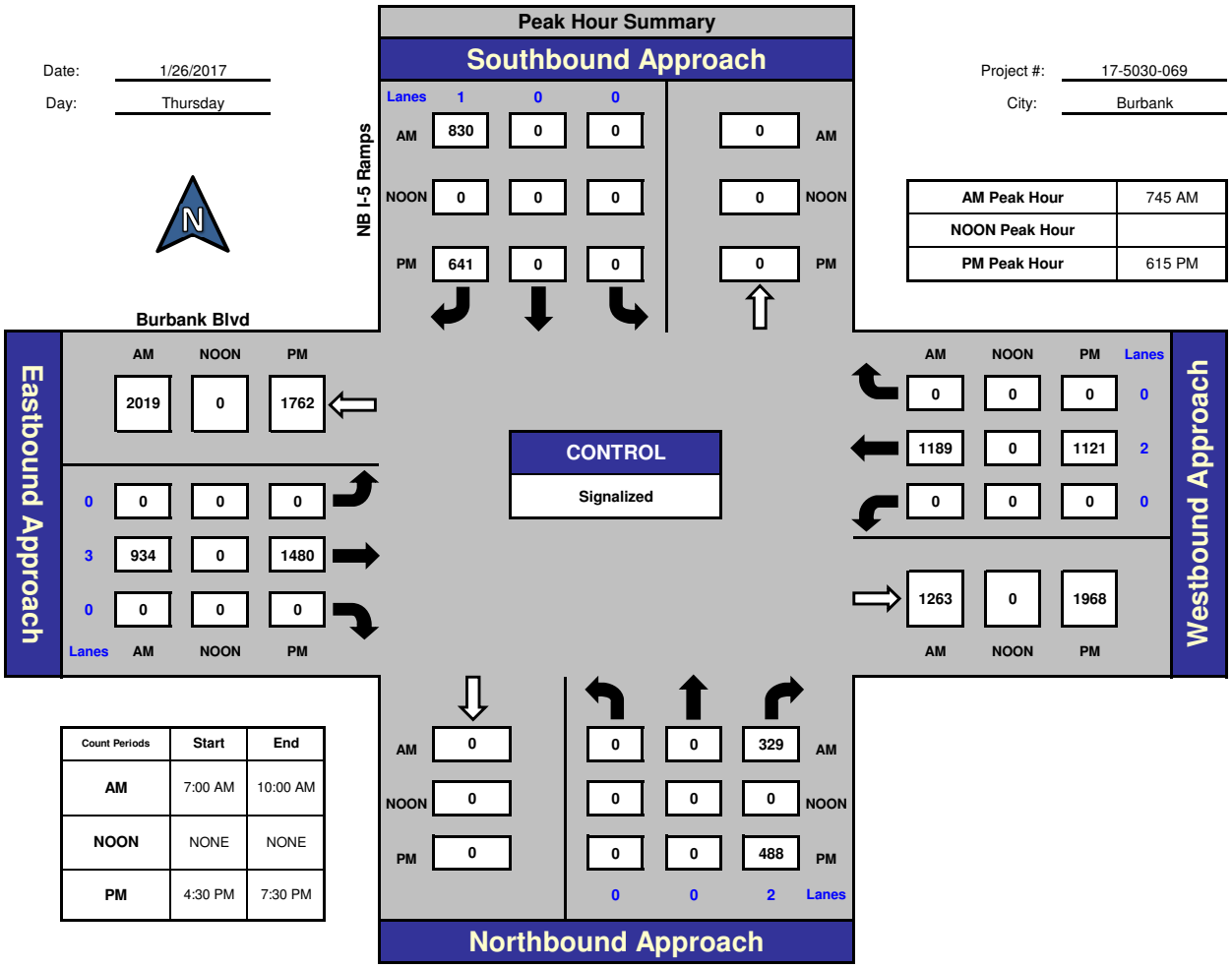
Date: 1/26/2017

Day: Thursday

Project #: 17-5030-069

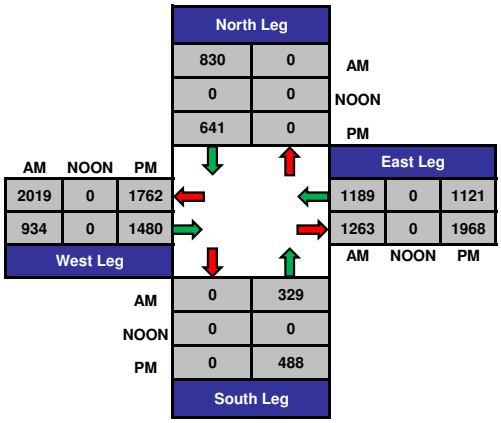
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	615 PM

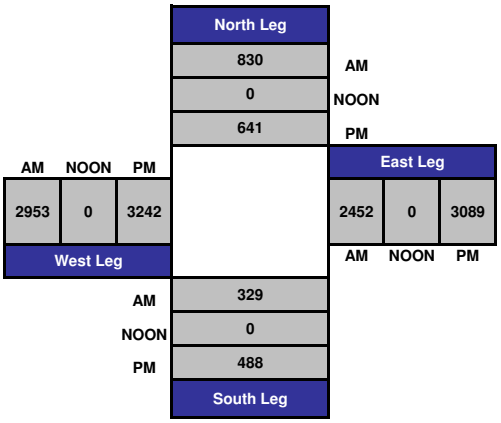


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

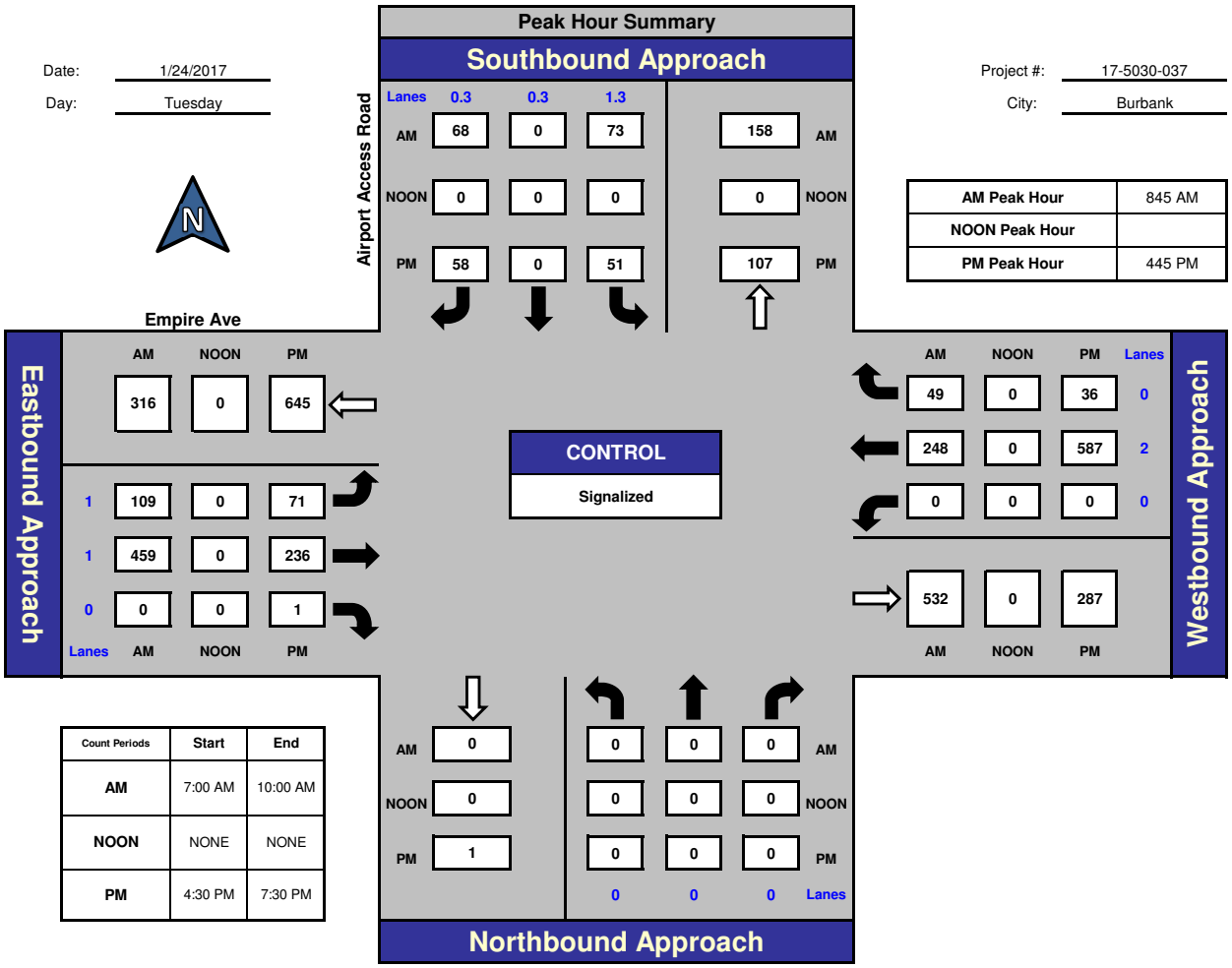
National Data & Surveying Services

Airport Access Road and Empire Ave , Burbank

Date: 1/24/2017
Day: Tuesday

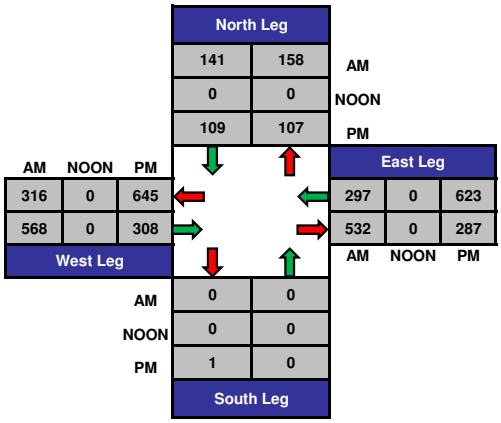
Project #: 17-5030-037
City: Burbank

AM Peak Hour	845 AM
NOON Peak Hour	
PM Peak Hour	445 PM

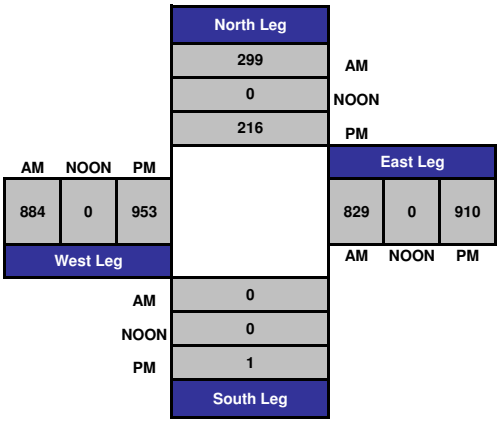


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

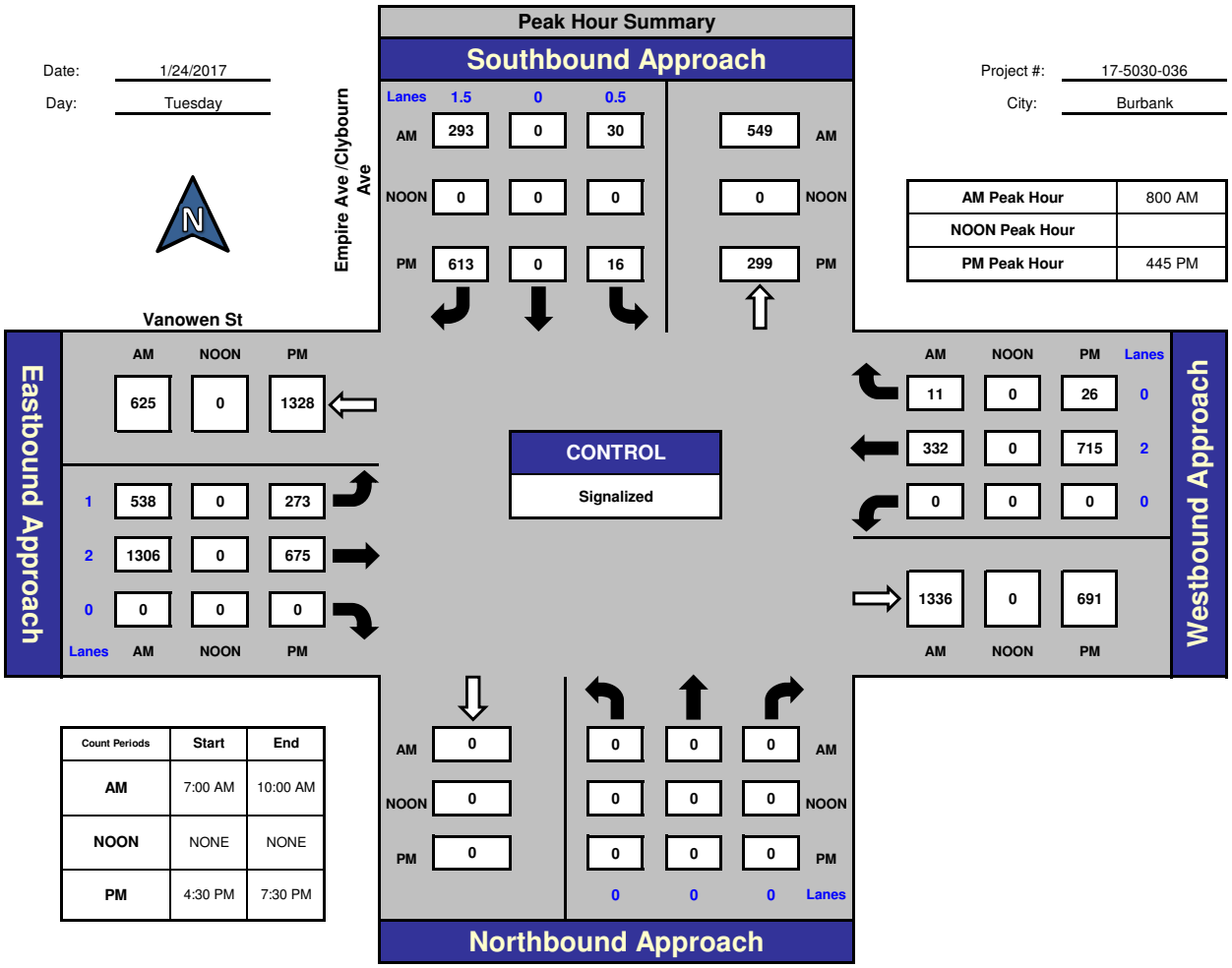
National Data & Surveying Services

Empire Ave /Clybourn Ave and Vanowen St , Burbank

Date: 1/24/2017
Day: Tuesday

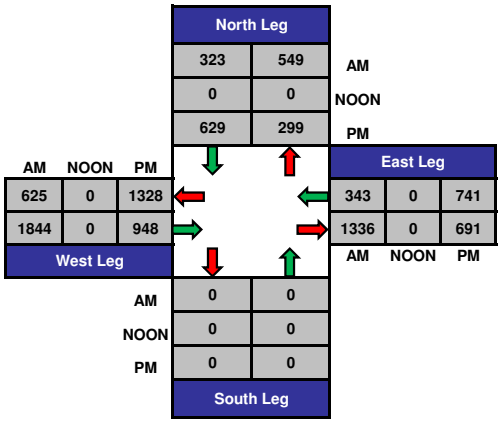
Project #: 17-5030-036
City: Burbank

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

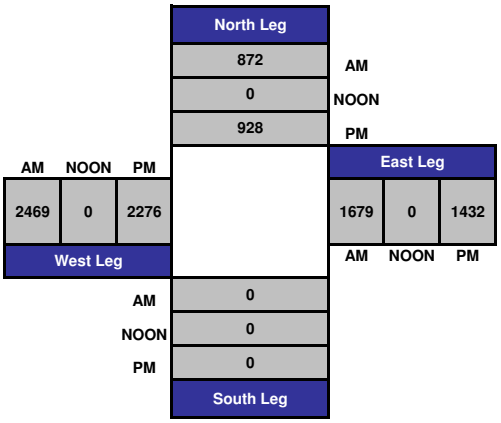


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Vineland Ave and Vanowen St , Burbank

Date: 1/24/2017
Day: Tuesday

Project #: 17-5030-071
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

Vineland Ave

Lanes	0	3	1		
AM	125	1120	361	874	AM
NOON	0	0	0	0	NOON
PM	166	852	241	1399	PM

Vanowen St

Eastbound Approach

Lanes	AM	NOON	PM
	725	0	1165
1	112	0	89
2	1227	0	661
0	139	0	125
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	161	0	327	0
	501	0	900	2
	57	0	138	1
	1751	0	999	
	AM	NOON	PM	

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Northbound Approach

AM	1316	99	601	163	AM
NOON	0	0	0	0	NOON
PM	1115	99	983	97	PM
		1	2	0	Lanes

Total Ins & Outs

	North Leg		
	1606	874	AM
	0	0	NOON
	1259	1399	PM

West Leg			East Leg		
AM	NOON	PM			
725	0	1165	719	0	1365
1478	0	875	1751	0	999
			AM	NOON	PM

South Leg		
AM	1316	863
NOON	0	0
PM	1115	1179

Total Volume Per Leg

North Leg	
2480	AM
0	NOON
2658	PM

West Leg			East Leg		
AM	NOON	PM			
2203	0	2040	2470	0	2364
			AM	NOON	PM

South Leg	
AM	2179
NOON	0
PM	2294

ITM Peak Hour Summary

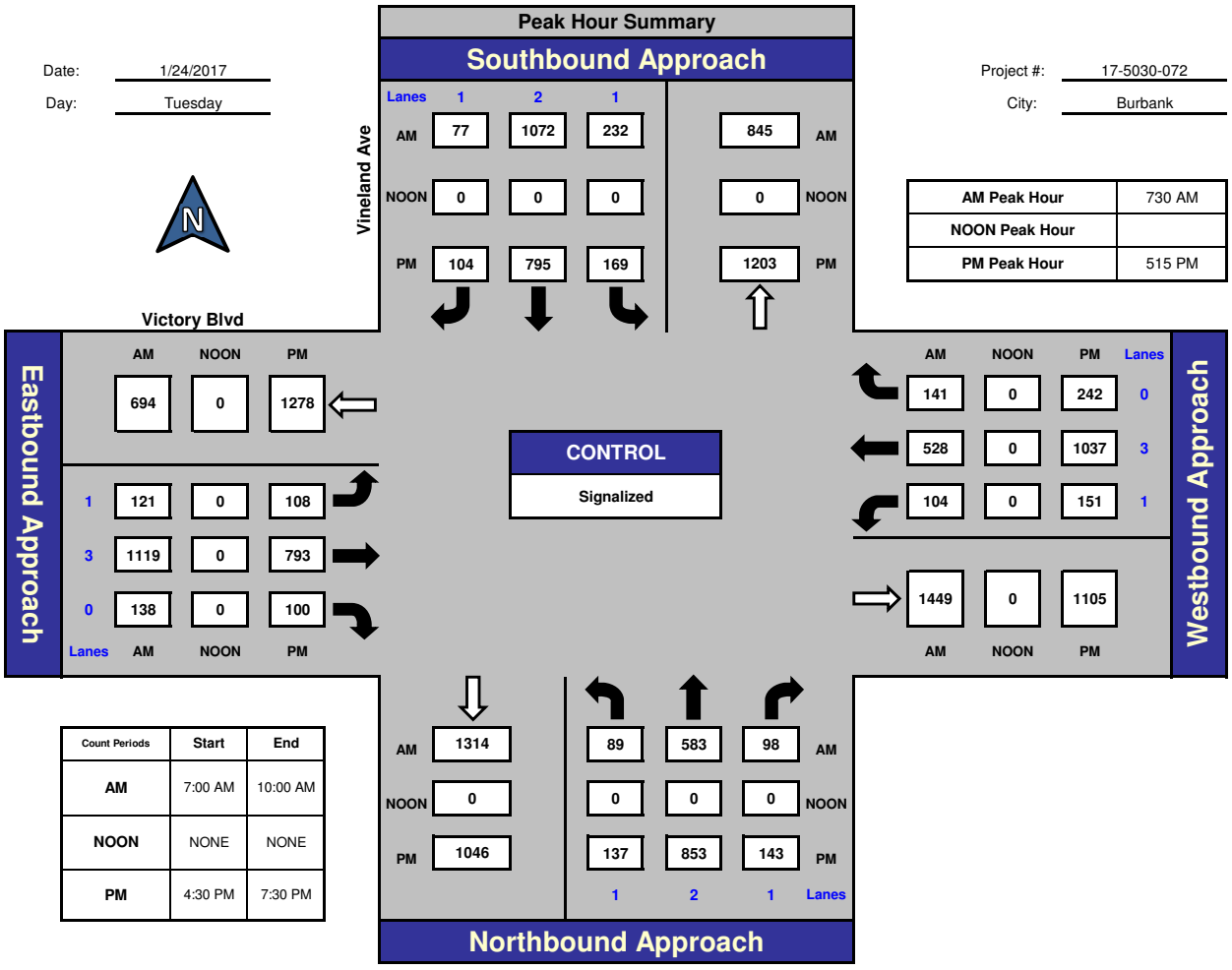
Prepared by:

National Data & Surveying Services

Vineland Ave and Victory Blvd , Burbank

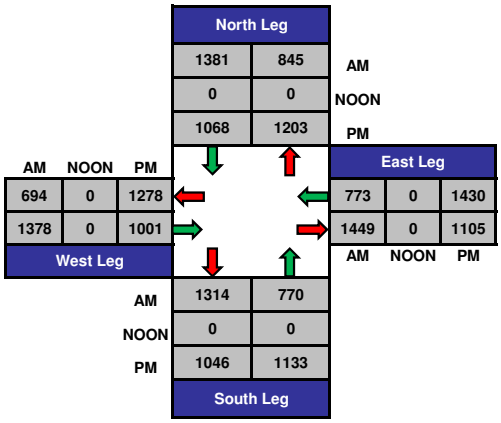
Date: 1/24/2017
Day: Tuesday
Project #: 17-5030-072
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

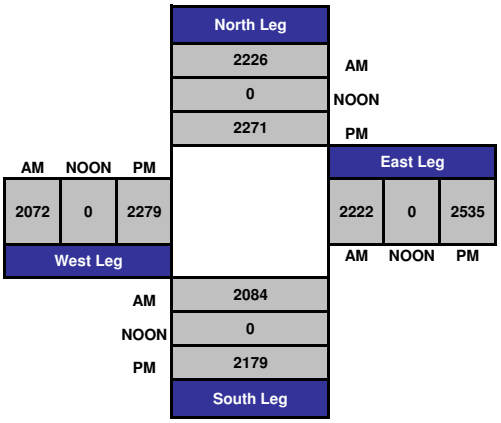


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

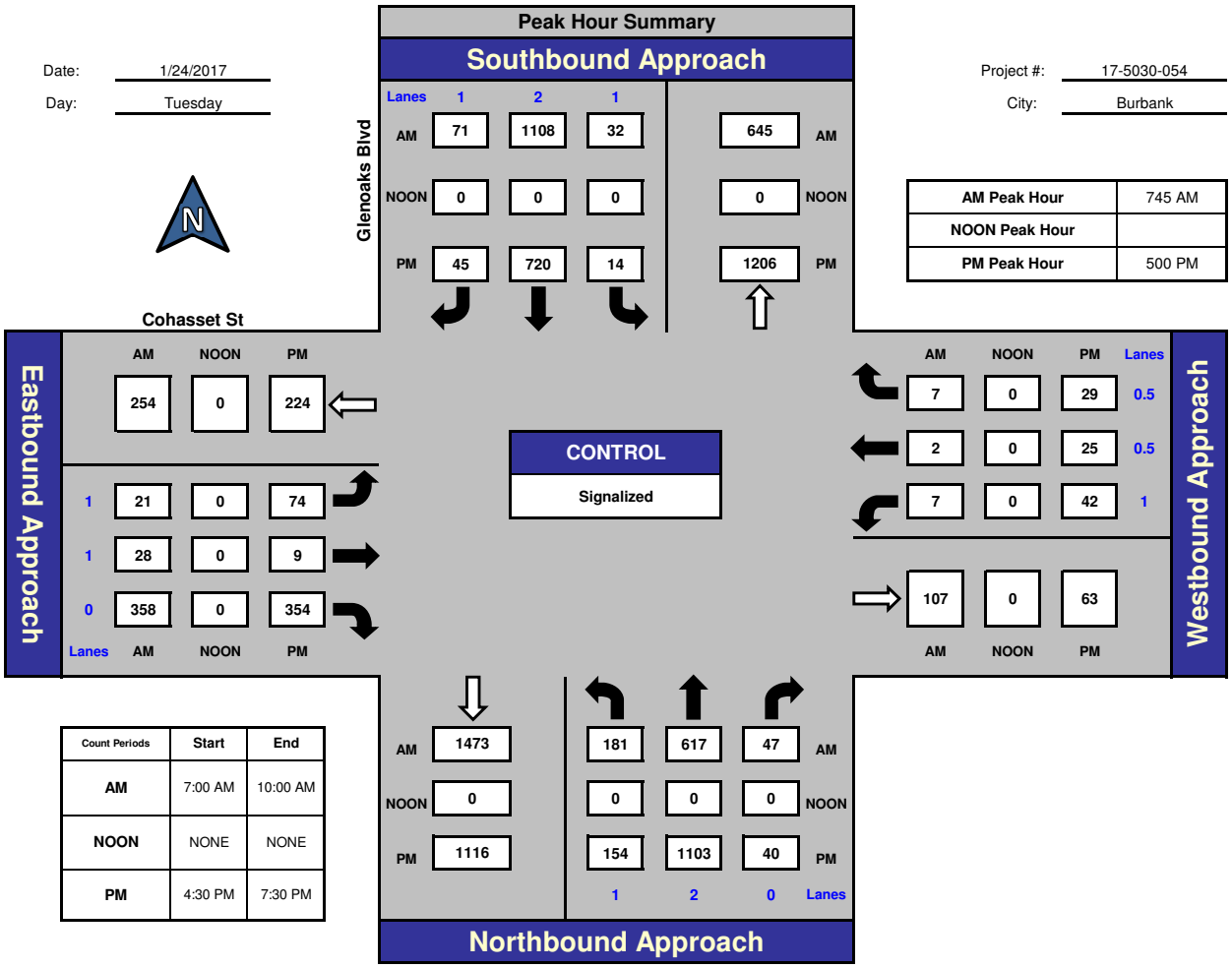
Prepared by:

National Data & Surveying Services

Glenoaks Blvd and Cohasset St , Burbank

Date: 1/24/2017
Day: Tuesday

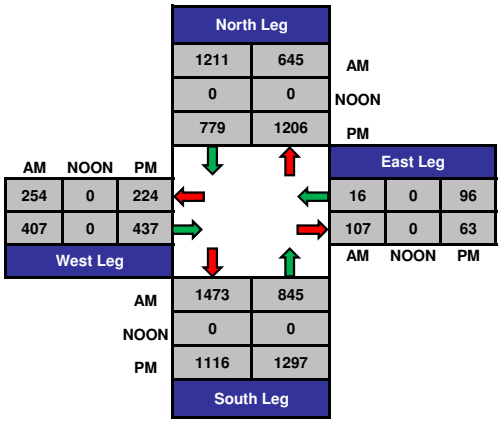
Project #: 17-5030-054
City: Burbank



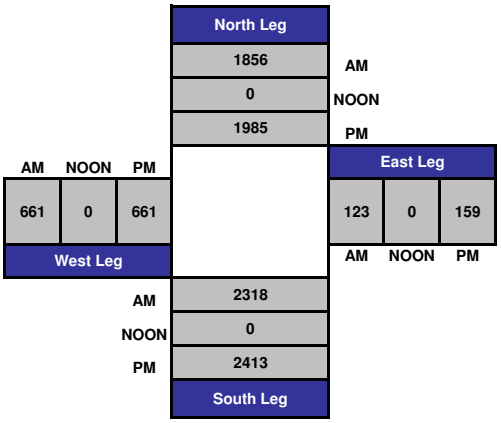
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Glenoaks Blvd and Scott Rd / Peyton Ave / Eton Dr , Burbank

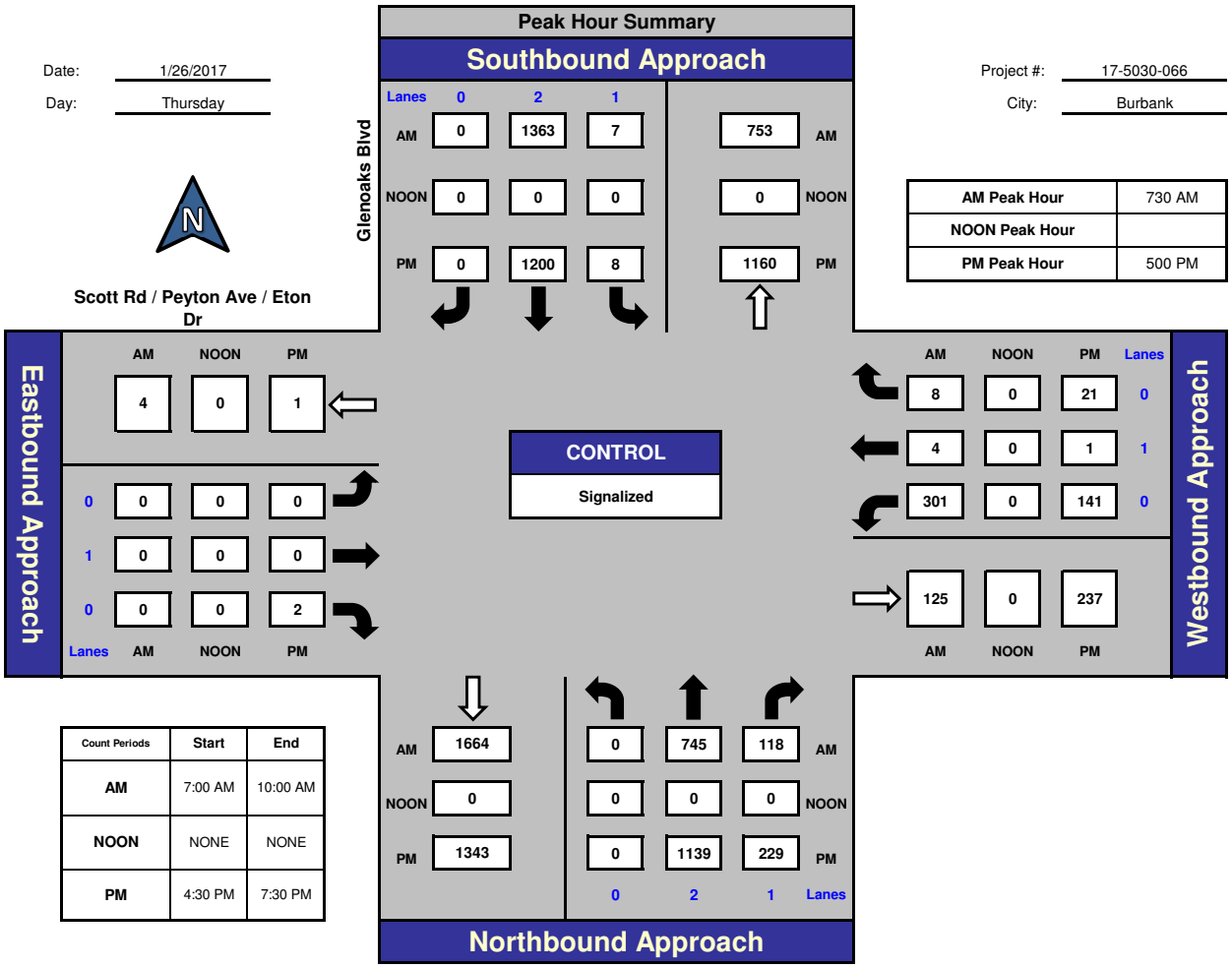
Date: 1/26/2017

Day: Thursday

Project #: 17-5030-066

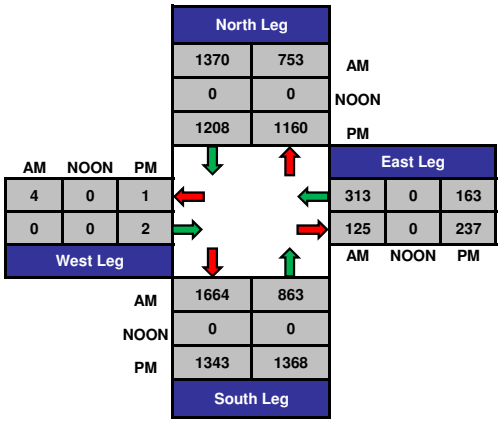
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

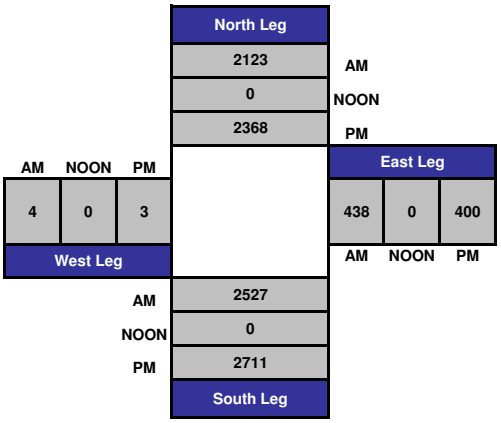


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

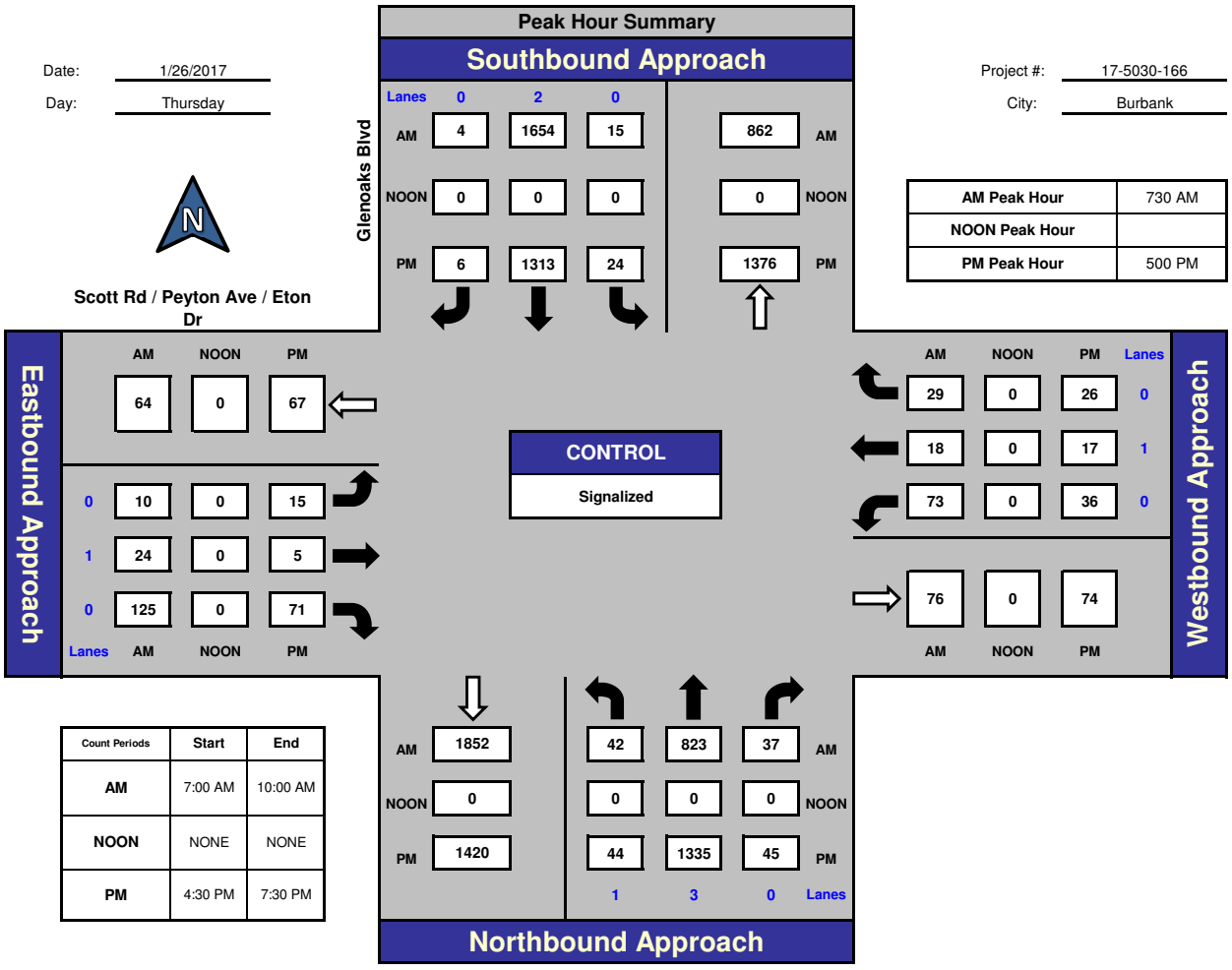
National Data & Surveying Services

Glenoaks Blvd and Scott Rd / Peyton Ave / Eton Dr , Burbank

Date: 1/26/2017
Day: Thursday

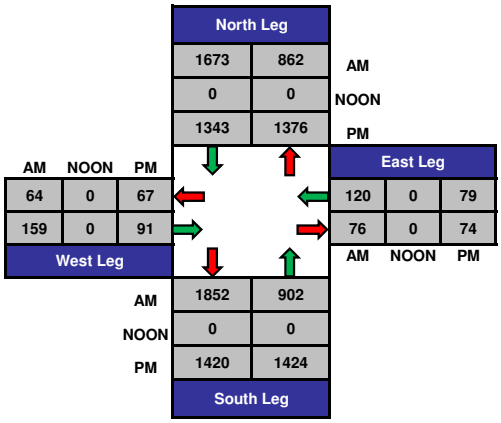
Project #: 17-5030-166
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

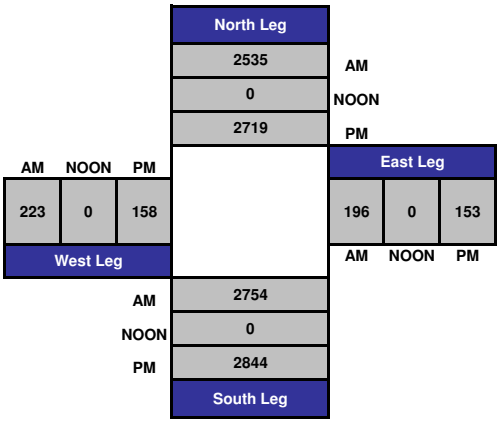


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Glenoaks Blvd and Scott Rd / Peyton Ave / Eton Dr , Burbank

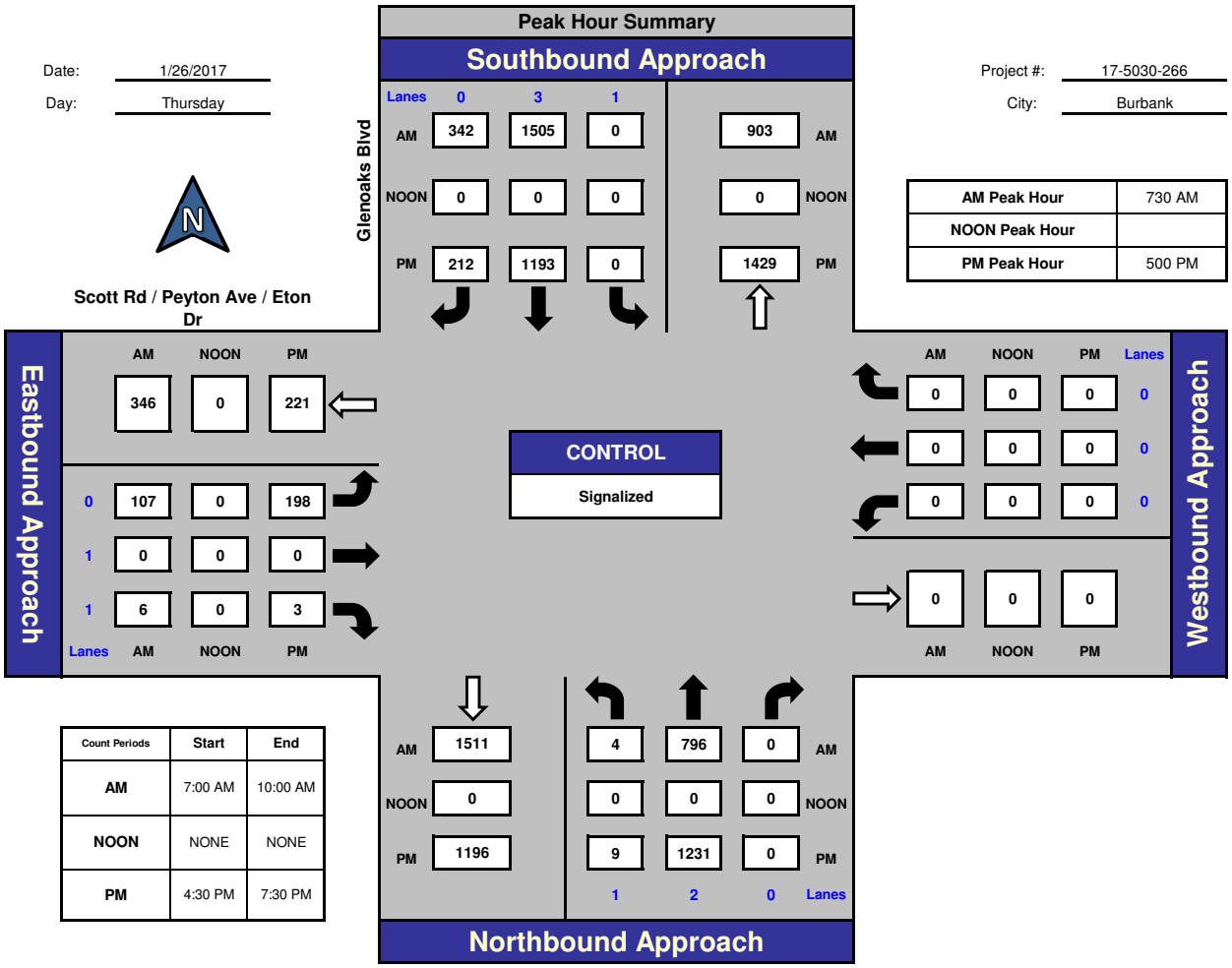
Date: 1/26/2017

Day: Thursday

Project #: 17-5030-266

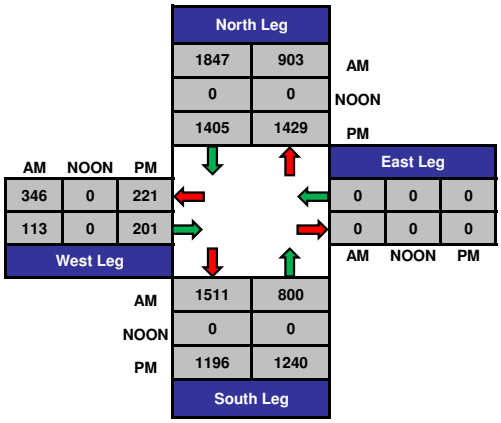
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

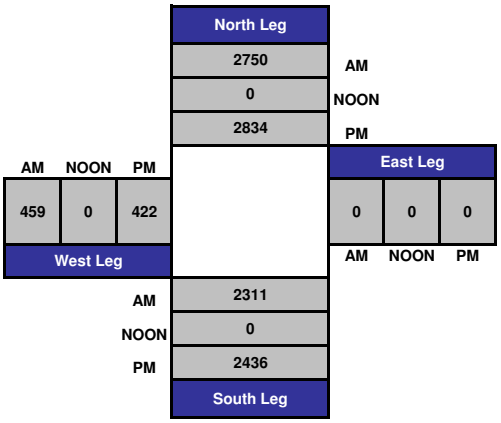


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

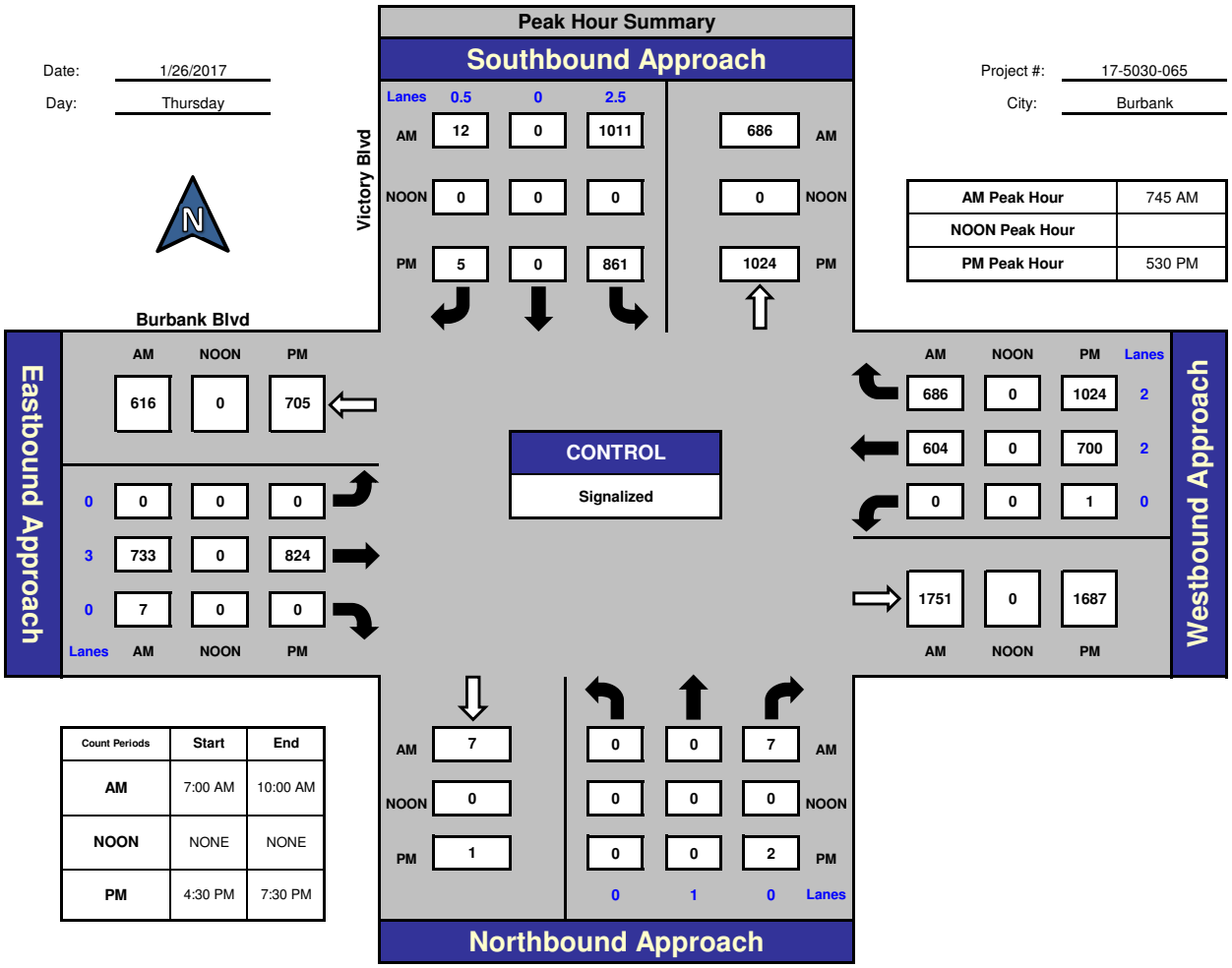
National Data & Surveying Services

Victory Blvd and Burbank Blvd , Burbank

Date: 1/26/2017
Day: Thursday

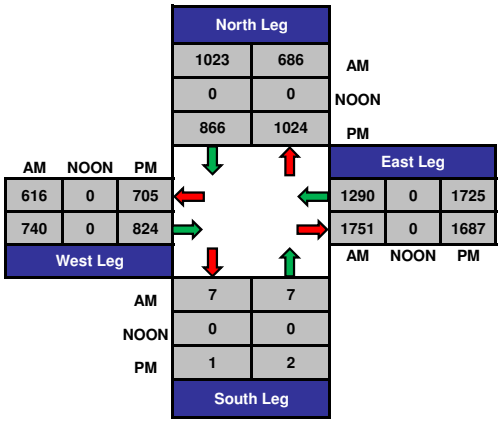
Project #: 17-5030-065
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	530 PM

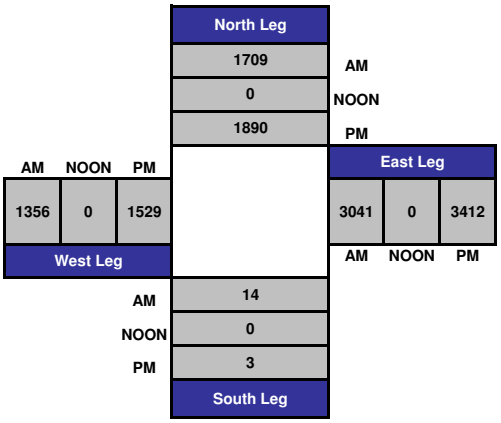


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

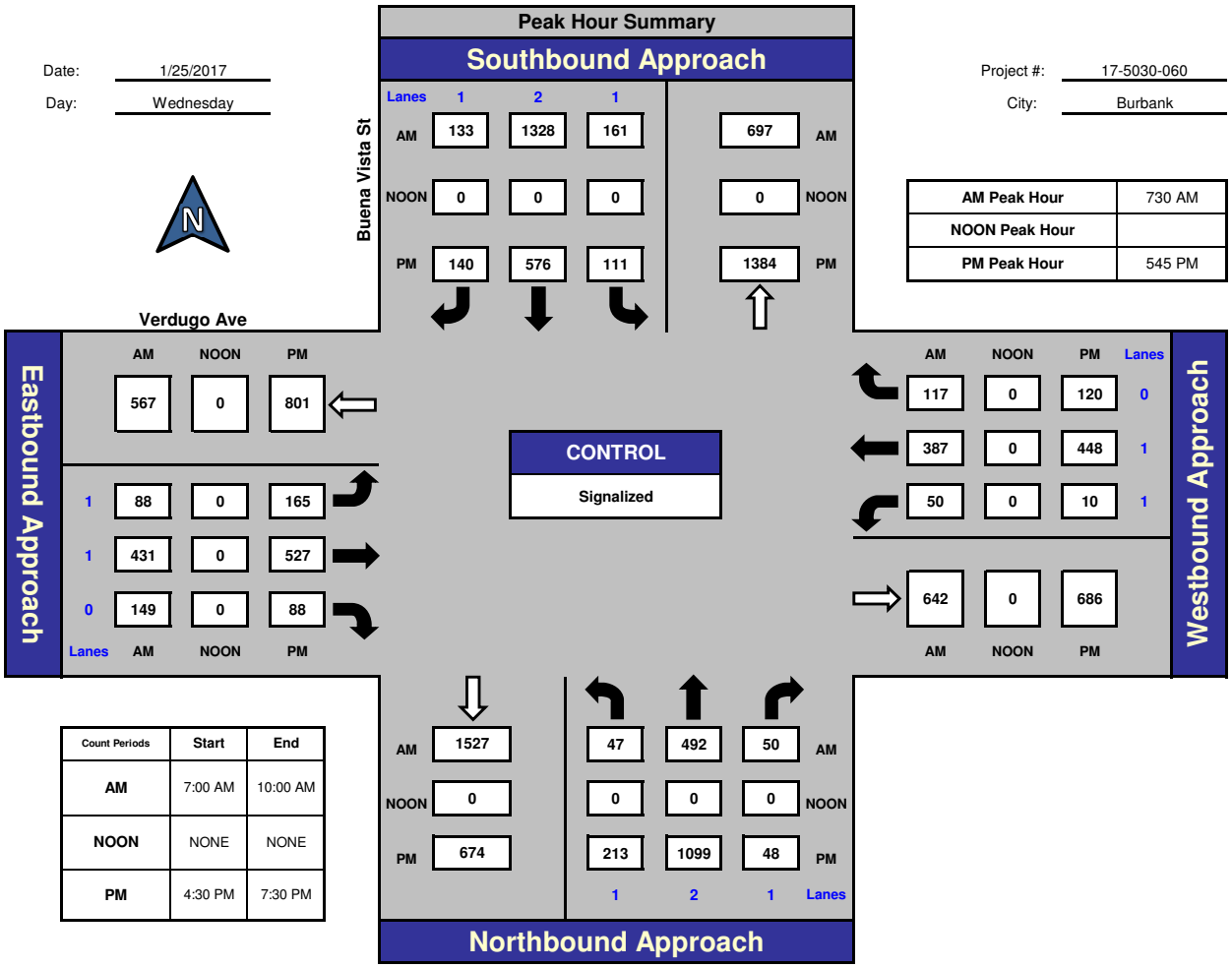
National Data & Surveying Services

Buena Vista St and Verdugo Ave , Burbank

Date: 1/25/2017
Day: Wednesday

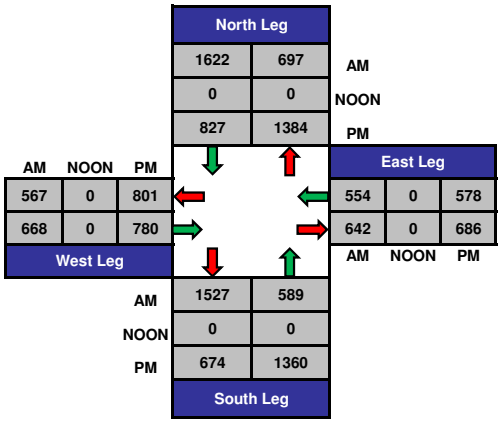
Project #: 17-5030-060
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	545 PM

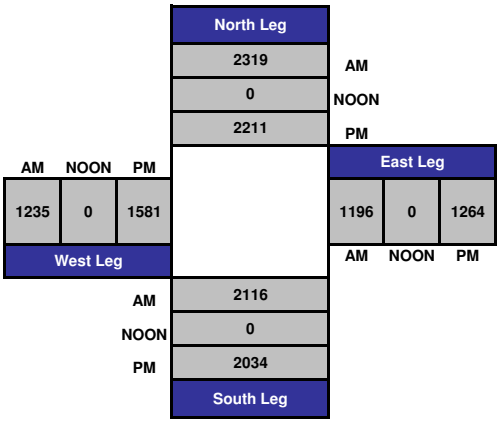


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

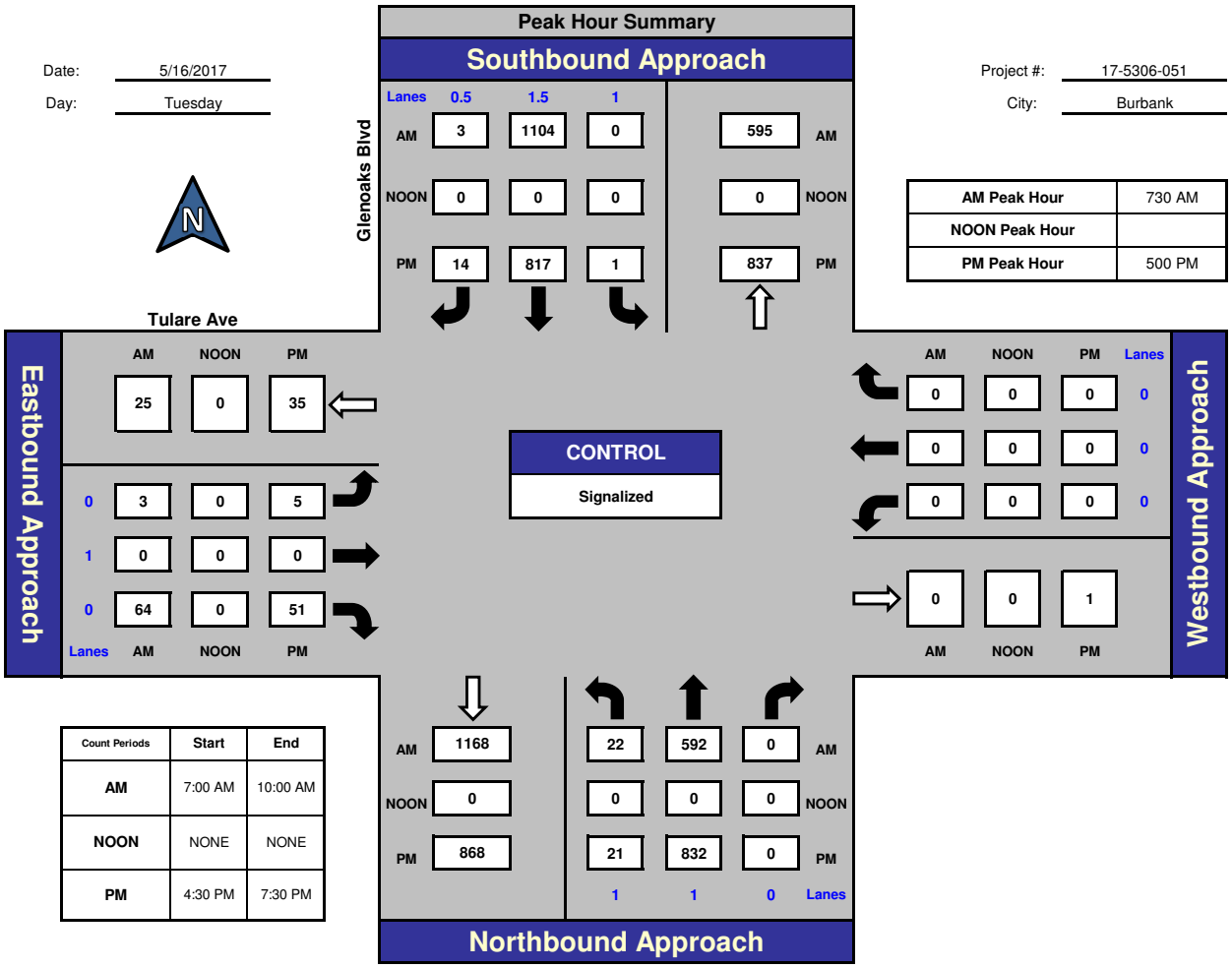
Prepared by:

National Data & Surveying Services

Glenoaks Blvd and Tulare Ave , Burbank

Date: 5/16/2017
Day: Tuesday

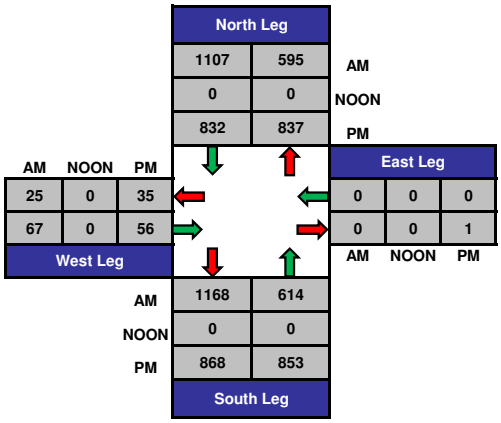
Project #: 17-5306-051
City: Burbank



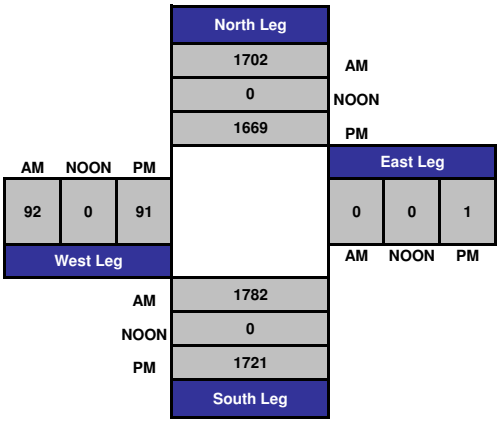
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

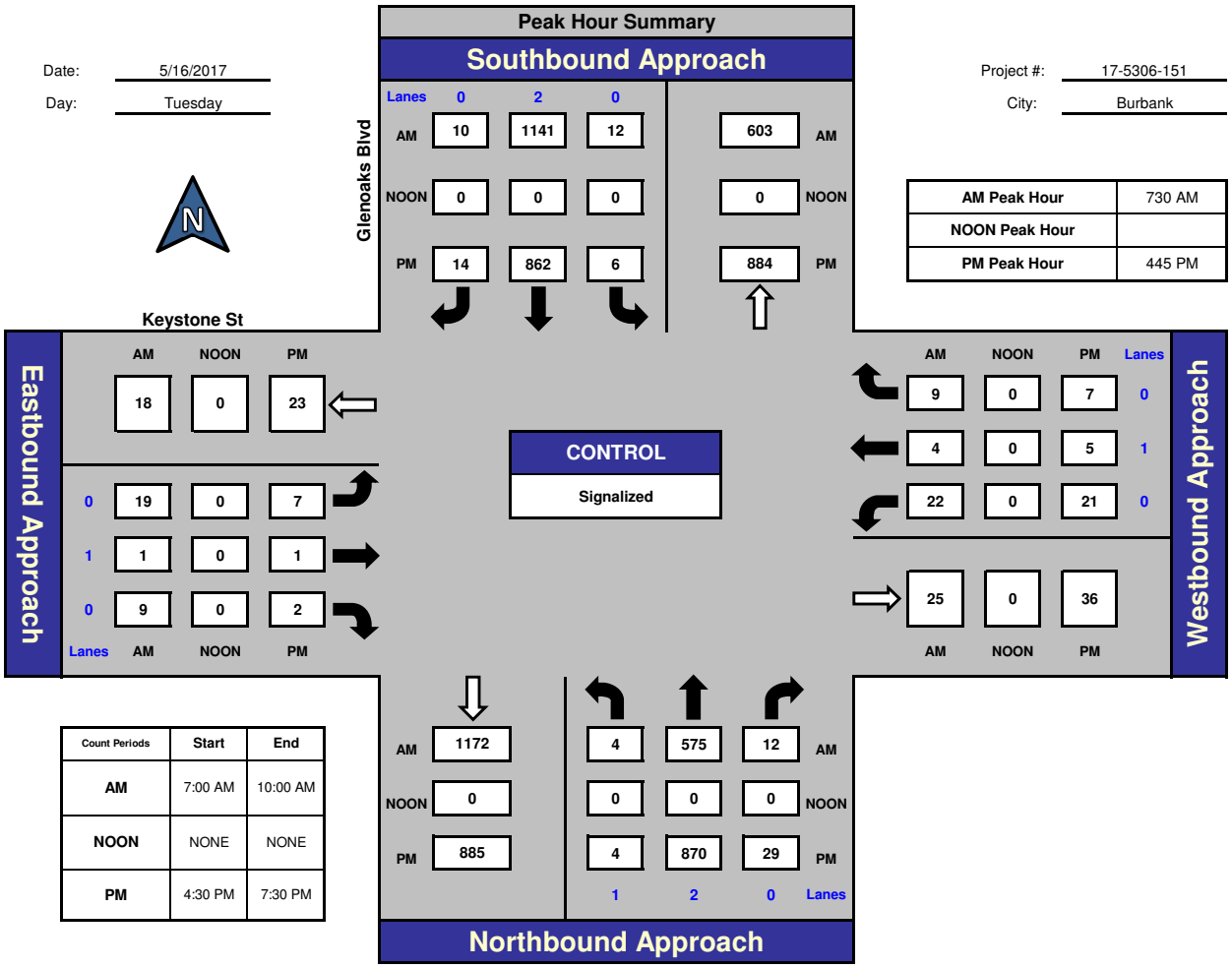
Glenoaks Blvd and Keystone St , Burbank

Date: 5/16/2017

Day: Tuesday

Project #: 17-5306-151

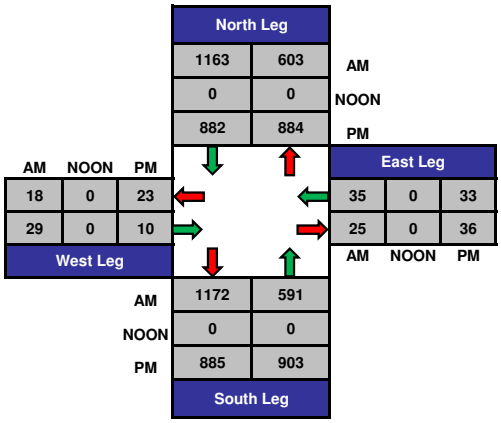
City: Burbank



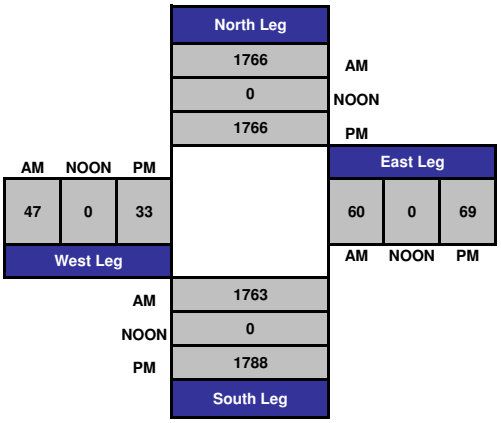
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

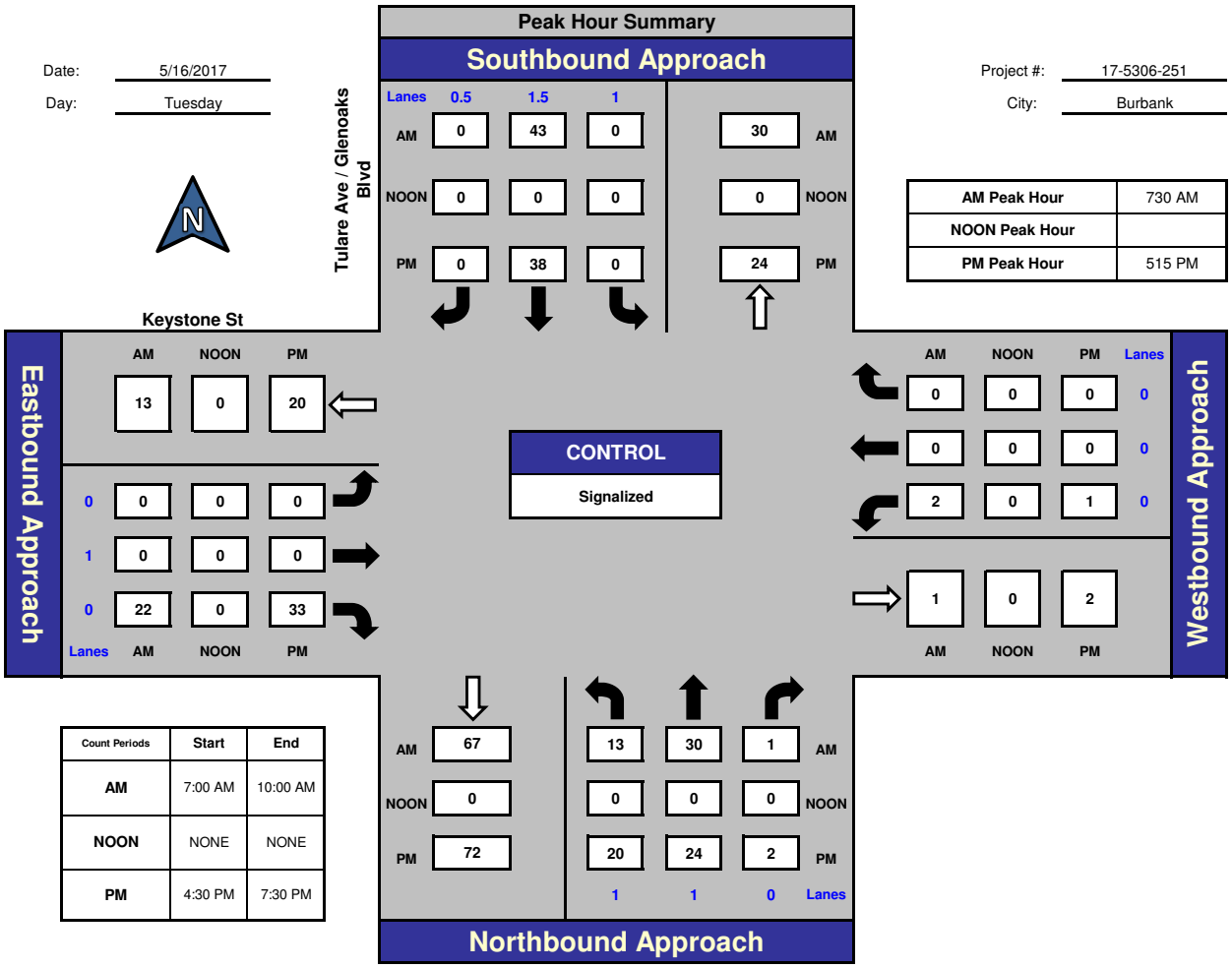
National Data & Surveying Services

Tulare Ave / Glenoaks Blvd and Keystone St , Burbank

Date: 5/16/2017
Day: Tuesday

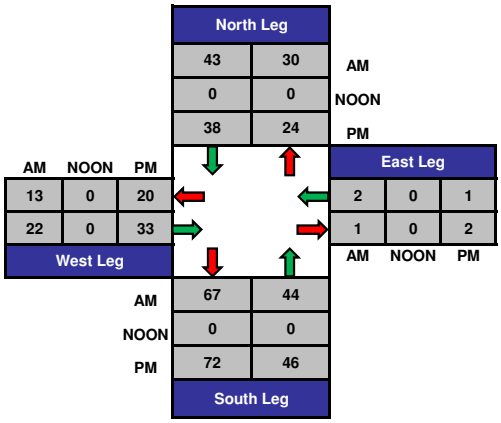
Project #: 17-5306-251
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

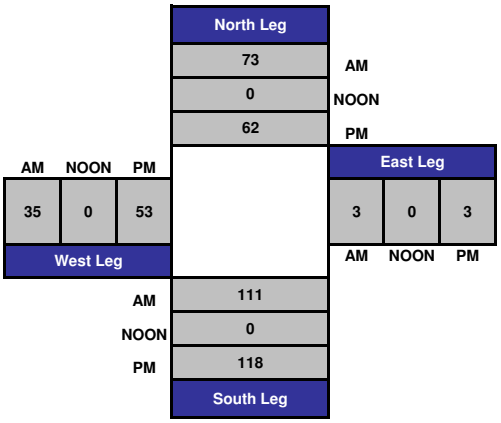


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

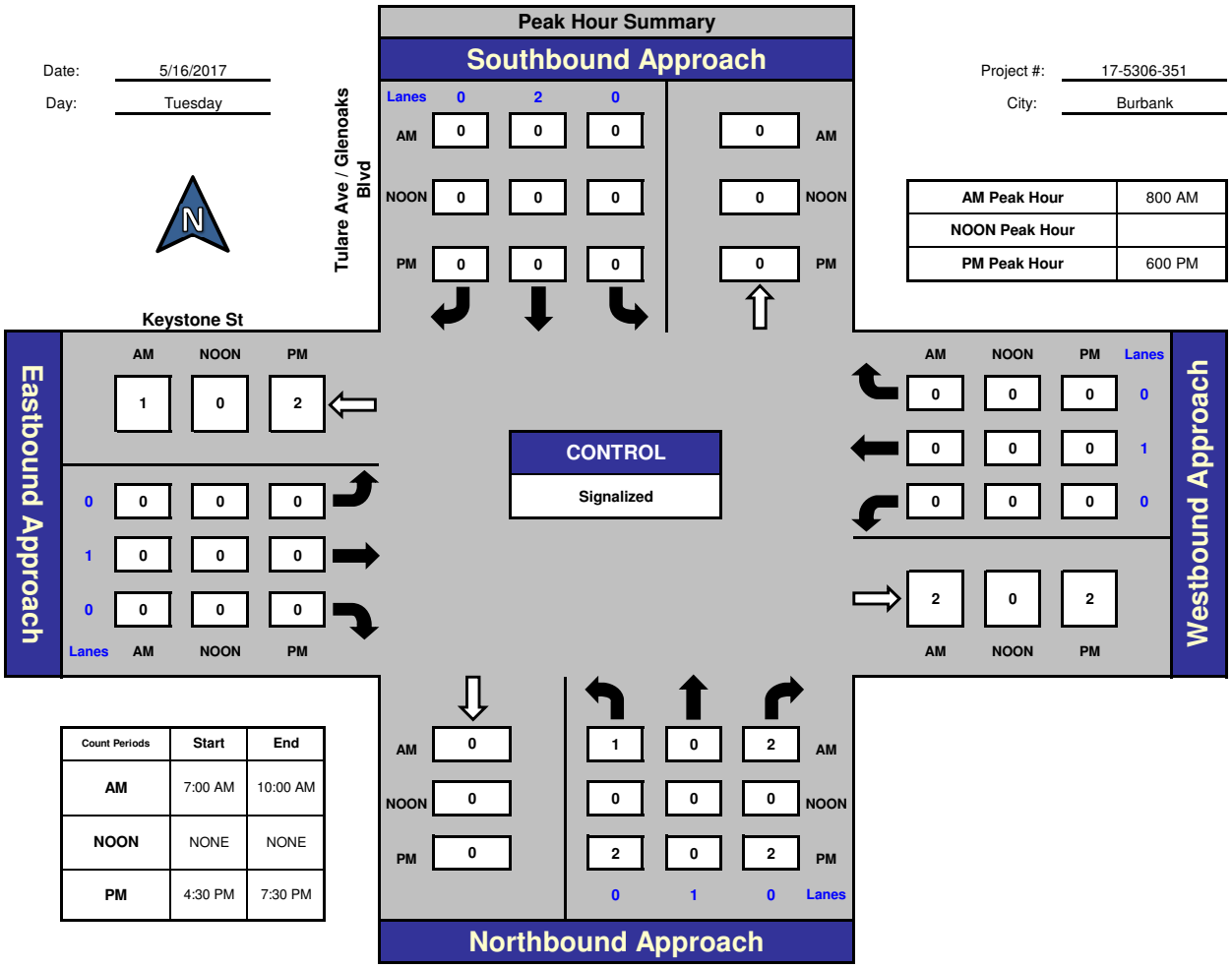
National Data & Surveying Services

Tulare Ave / Glenoaks Blvd and Keystone St , Burbank

Date: 5/16/2017
Day: Tuesday

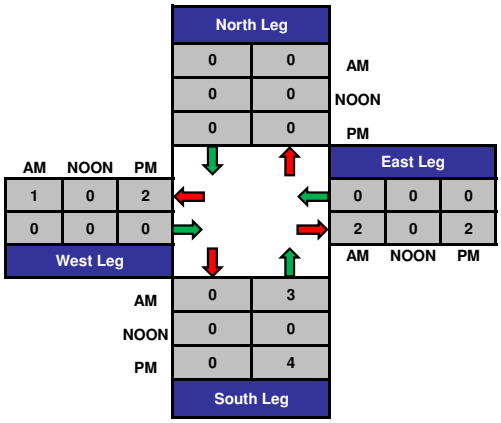
Project #: 17-5306-351
City: Burbank

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	600 PM

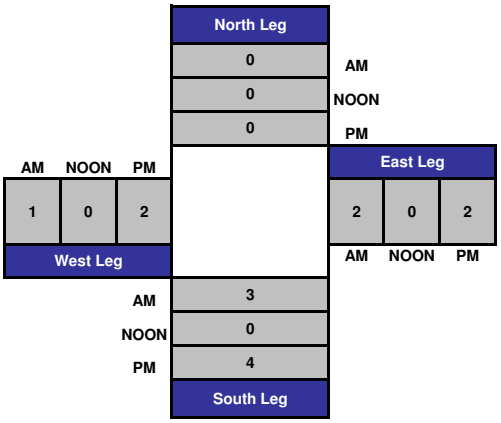


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

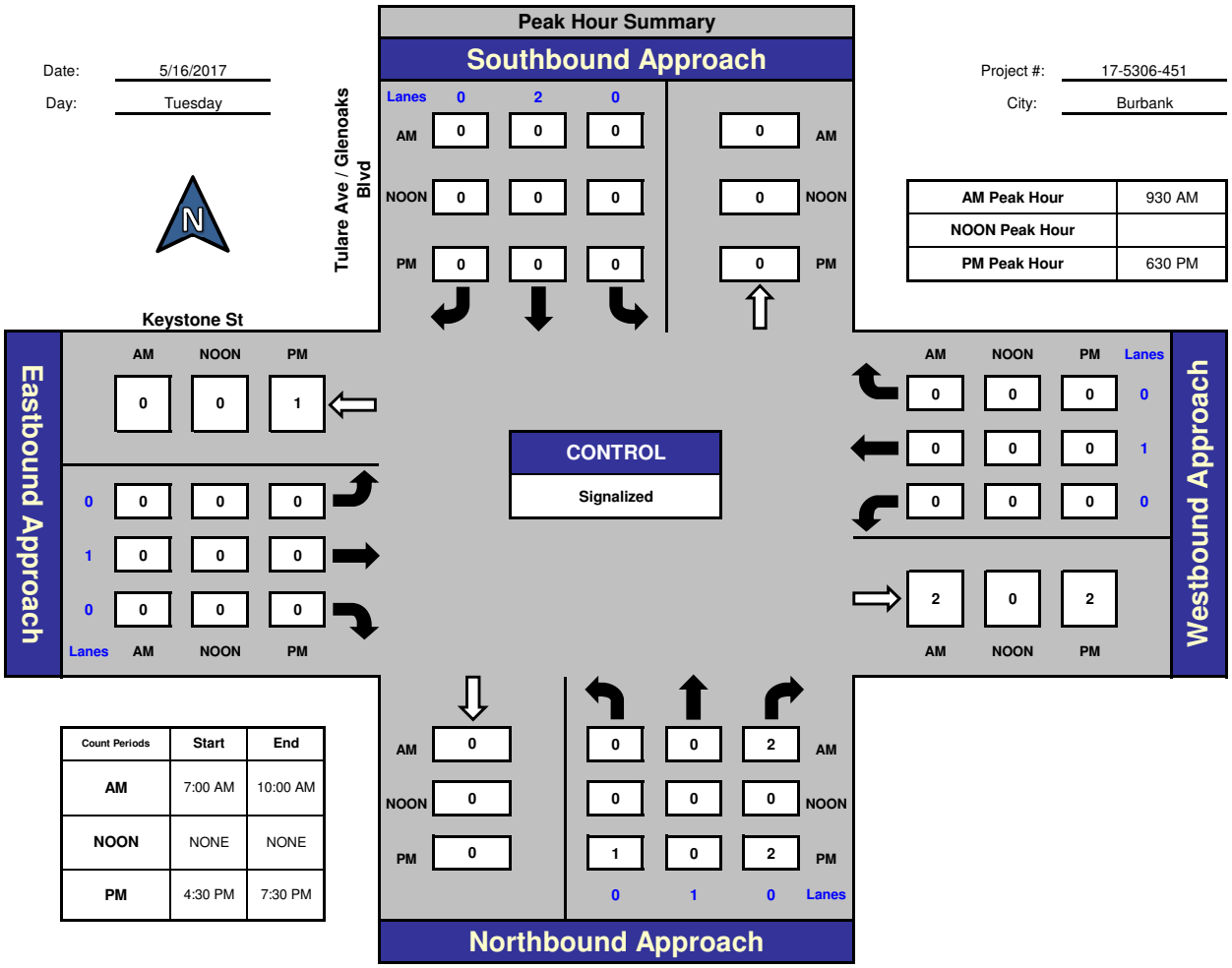
National Data & Surveying Services

Tulare Ave / Glenoaks Blvd and Keystone St , Burbank

Date: 5/16/2017
Day: Tuesday

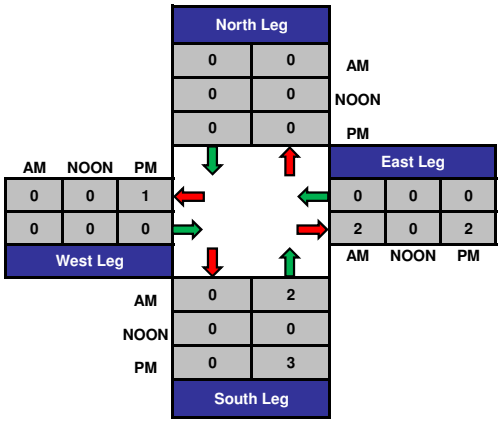
Project #: 17-5306-451
City: Burbank

AM Peak Hour	930 AM
NOON Peak Hour	
PM Peak Hour	630 PM

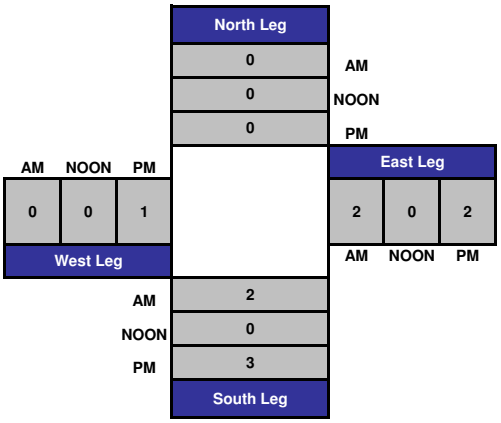


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



NDS COUNTS - WEEKDAY

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

N Hollywood Way and I-5 NB Ramps , Burbank

Date: 4/6/2017
Day: Thursday

Project #: 17-5213-001
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach — N Hollywood Way

Lanes	1	2	0		
AM	153	772	0	398	AM
NOON	0	0	0	0	NOON
PM	132	273	0	837	PM

Eastbound Approach — I-5 NB Ramps

	AM	NOON	PM
	543	0	873
0	0	0	0
0	0	0	0
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	73	0	252	0.5
	0	0	2	0
	367	0	213	1.5
	0	0	0	
	AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	1139	390	325	0	AM
NOON	0	0	0	0	NOON
PM	486	739	585	0	PM
		1.5	1.5	0	Lanes

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

North Leg		
925	398	AM
0	0	NOON
405	837	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
543	0	873		440	0	467
0	0	0		0	0	0

South Leg		
1139	715	AM
0	0	NOON
486	1324	PM

Total Volume Per Leg

North Leg	
1323	AM
0	NOON
1242	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
543	0	873	440	0	467

South Leg	
1854	AM
0	NOON
1810	PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

N Hollywood Way and I-5 SB Ramps , Burbank

Date: 4/6/2017
Day: Thursday

Project #: 17-5213-002
City: Burbank

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach — N Hollywood Way

Lanes	0	2	0		
AM	0	1135	0	722	AM
NOON	0	0	0	0	NOON
PM	0	482	0	1452	PM

Eastbound Approach — I-5 SB Ramps

Lanes	AM	NOON	PM
	0	0	0
1	133	0	68
0	0	0	0
1	981	0	636

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	0

CONTROL
1-Way Stop (EB)

Northbound Approach

AM	2116	0	589	0	AM
NOON	0	0	0	0	NOON
PM	1118	0	1384	0	PM
Lanes		0	2	0	Lanes

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	North Leg		
	1135	722	AM
	0	0	NOON
	482	1452	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	0
1114	0	704	0	0	0
			AM	NOON	PM

	South Leg	
AM	2116	589
NOON	0	0
PM	1118	1384

Total Volume Per Leg

	North Leg	
	1857	AM
	0	NOON
	1934	PM

West Leg			East Leg		
AM	NOON	PM			
1114	0	704	0	0	0
			AM	NOON	PM

	South Leg
AM	2705
NOON	0
PM	2502

ITM Peak Hour Summary

Prepared by:

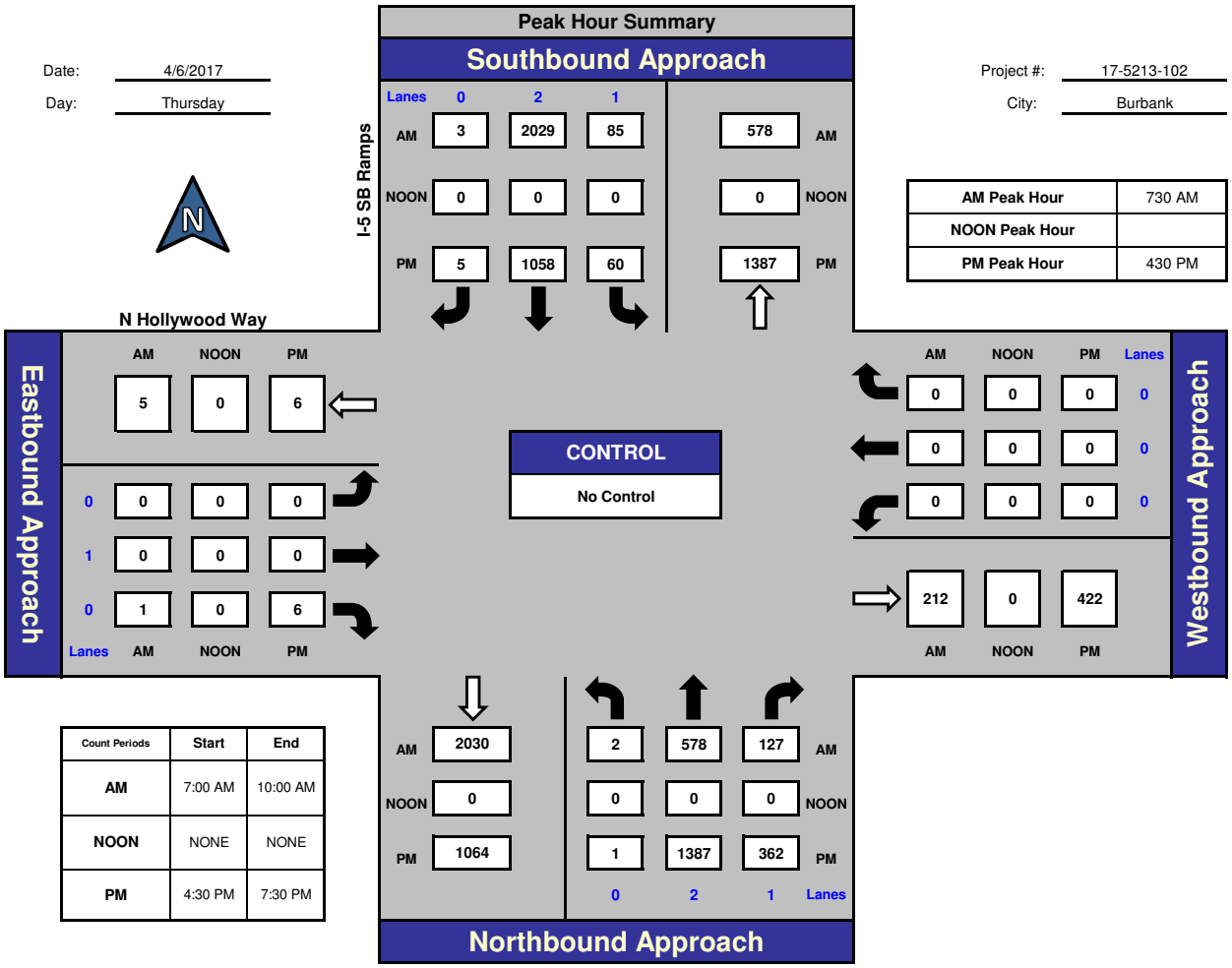
National Data & Surveying Services

I-5 SB Ramps and N Hollywood Way , Burbank

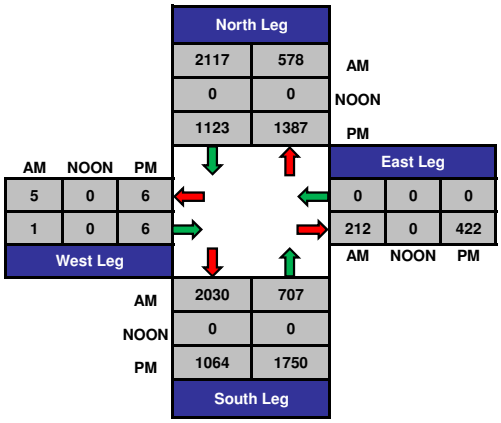
Date: 4/6/2017
Day: Thursday

Project #: 17-5213-102
City: Burbank

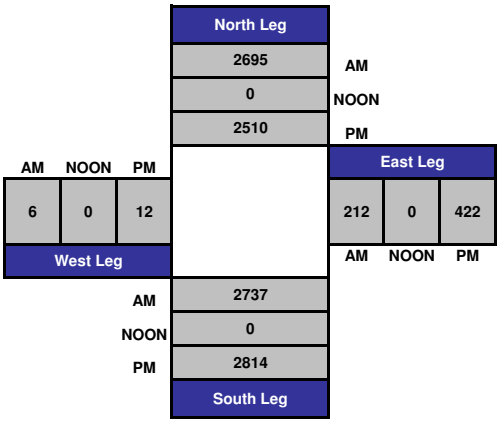
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

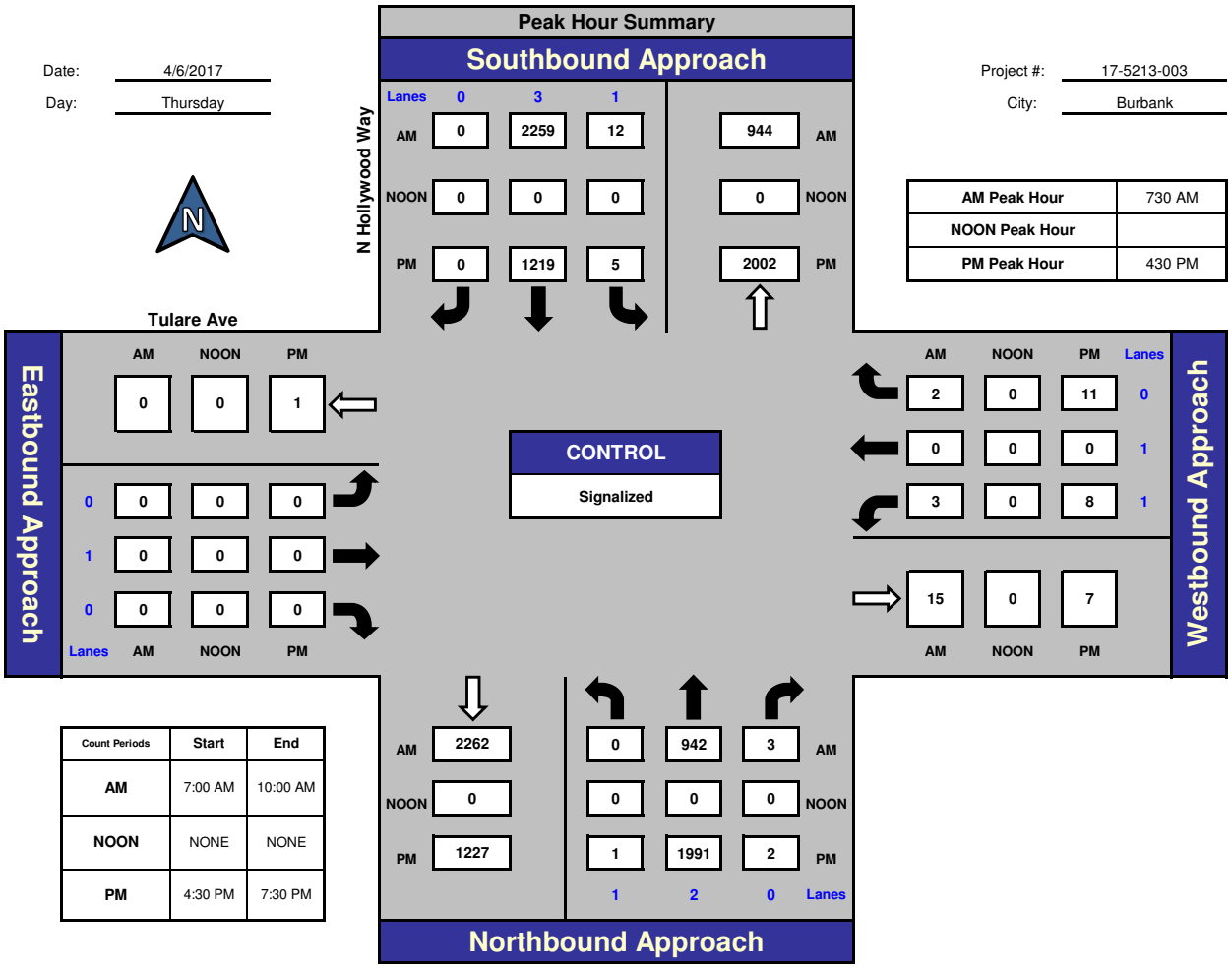
National Data & Surveying Services

N Hollywood Way and Tulare Ave , Burbank

Date: 4/6/2017
Day: Thursday

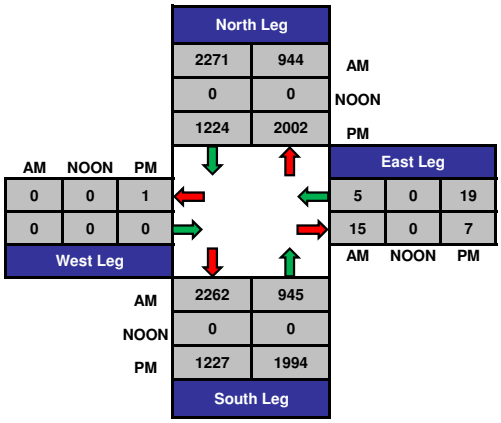
Project #: 17-5213-003
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

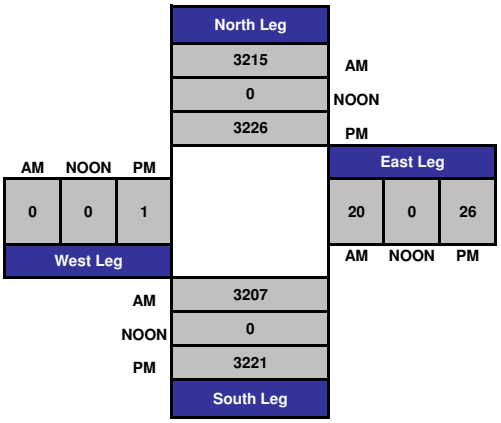


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

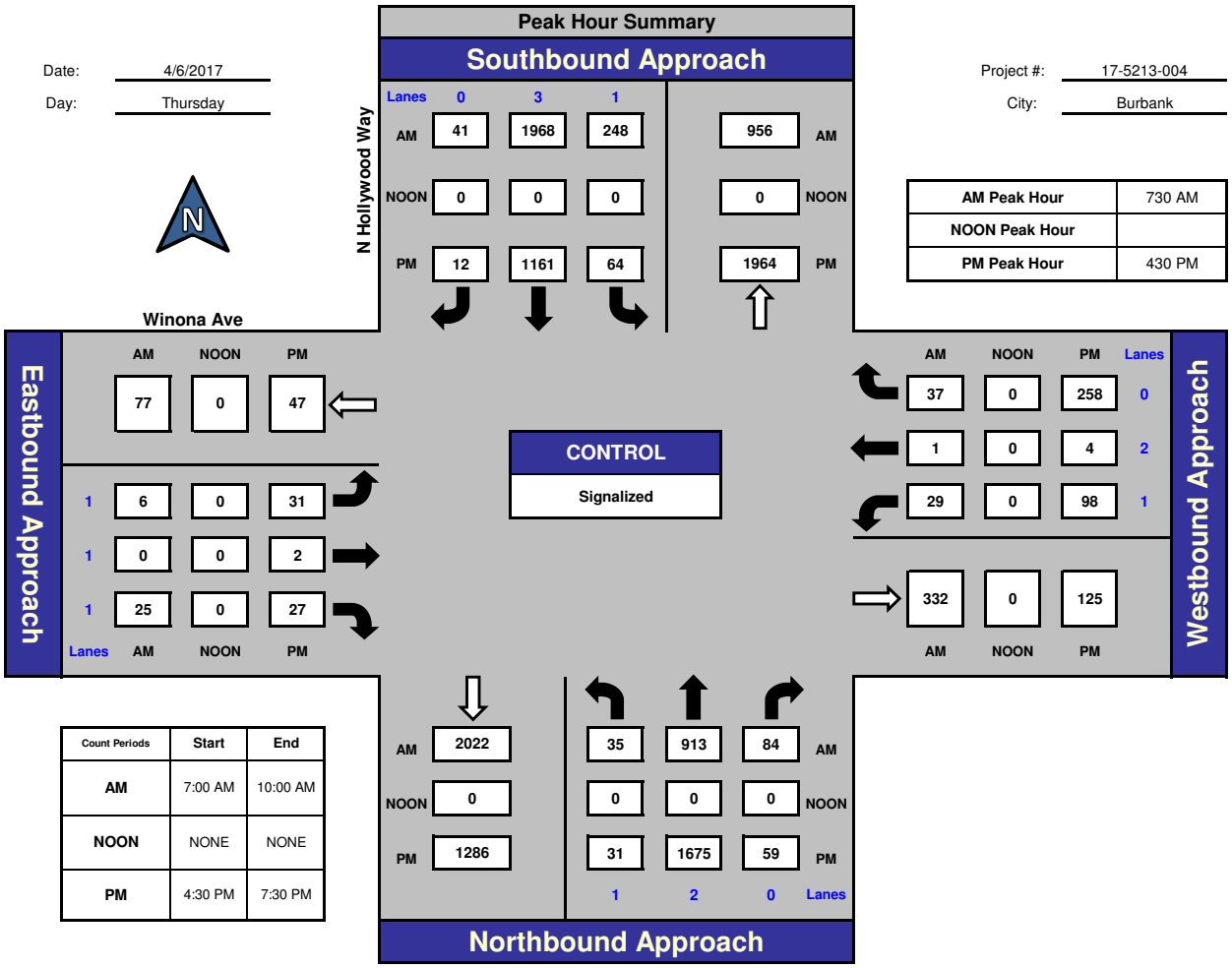
National Data & Surveying Services

N Hollywood Way and Winona Ave , Burbank

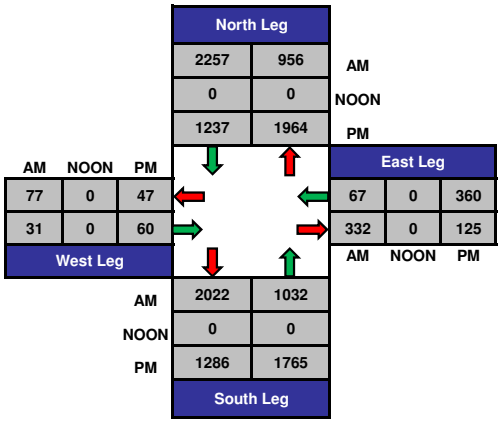
Date: 4/6/2017
Day: Thursday

Project #: 17-5213-004
City: Burbank

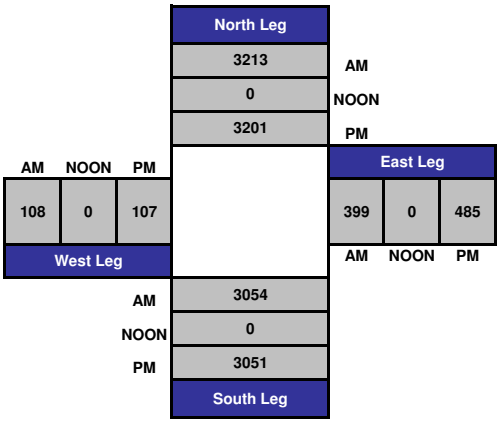
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

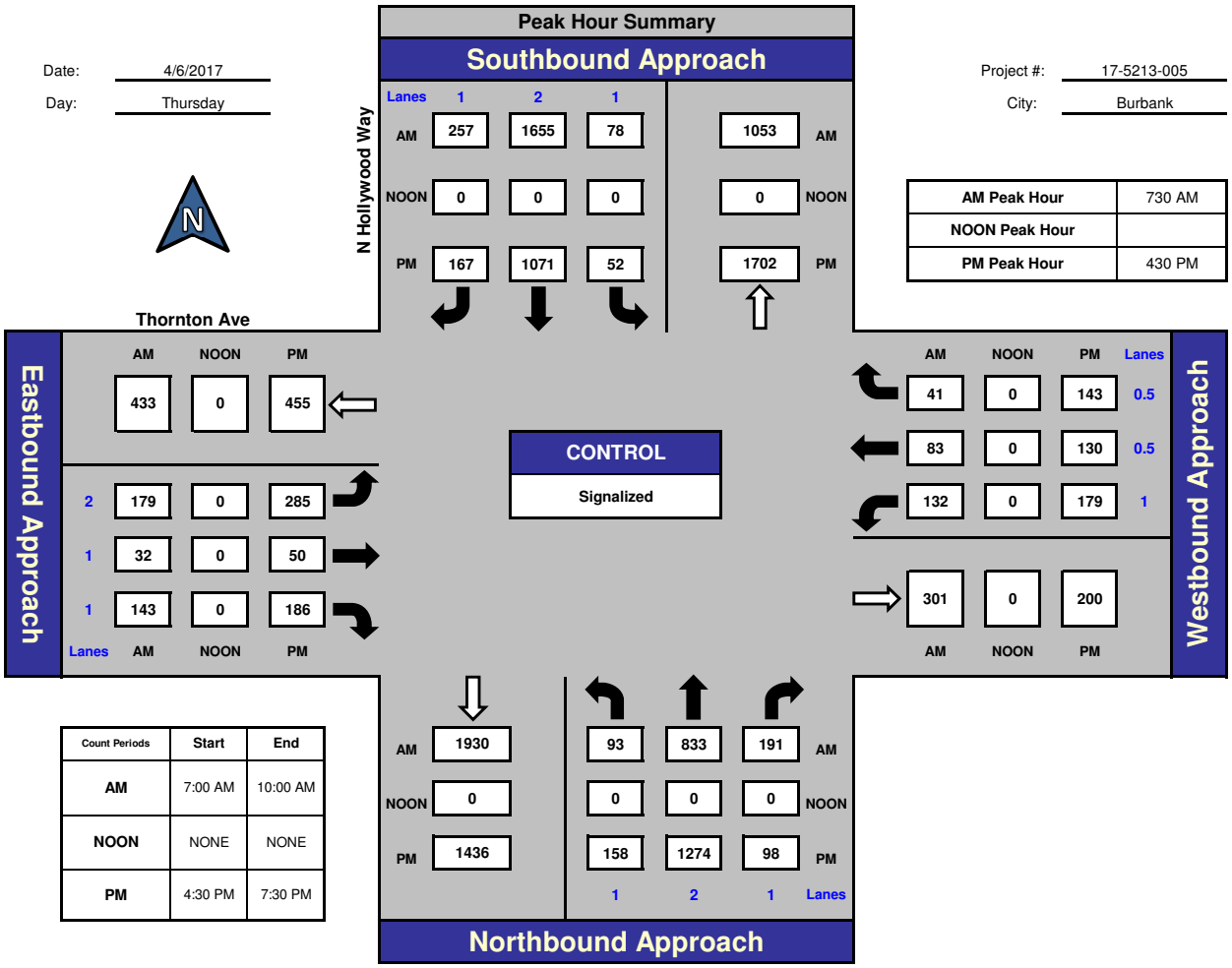
National Data & Surveying Services

N Hollywood Way and Thornton Ave , Burbank

Date: 4/6/2017
Day: Thursday

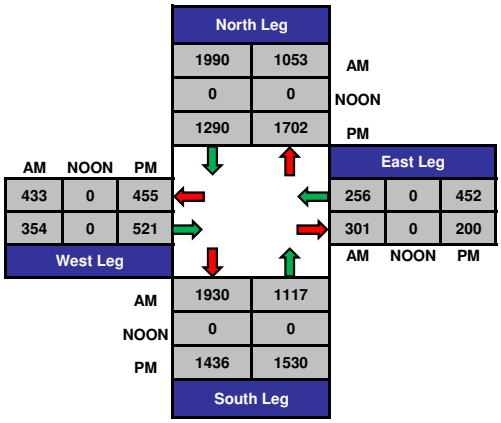
Project #: 17-5213-005
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

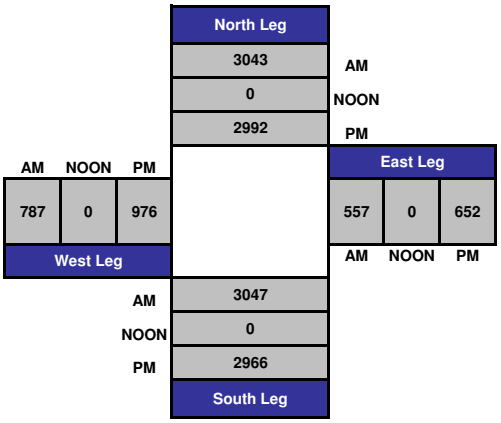


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

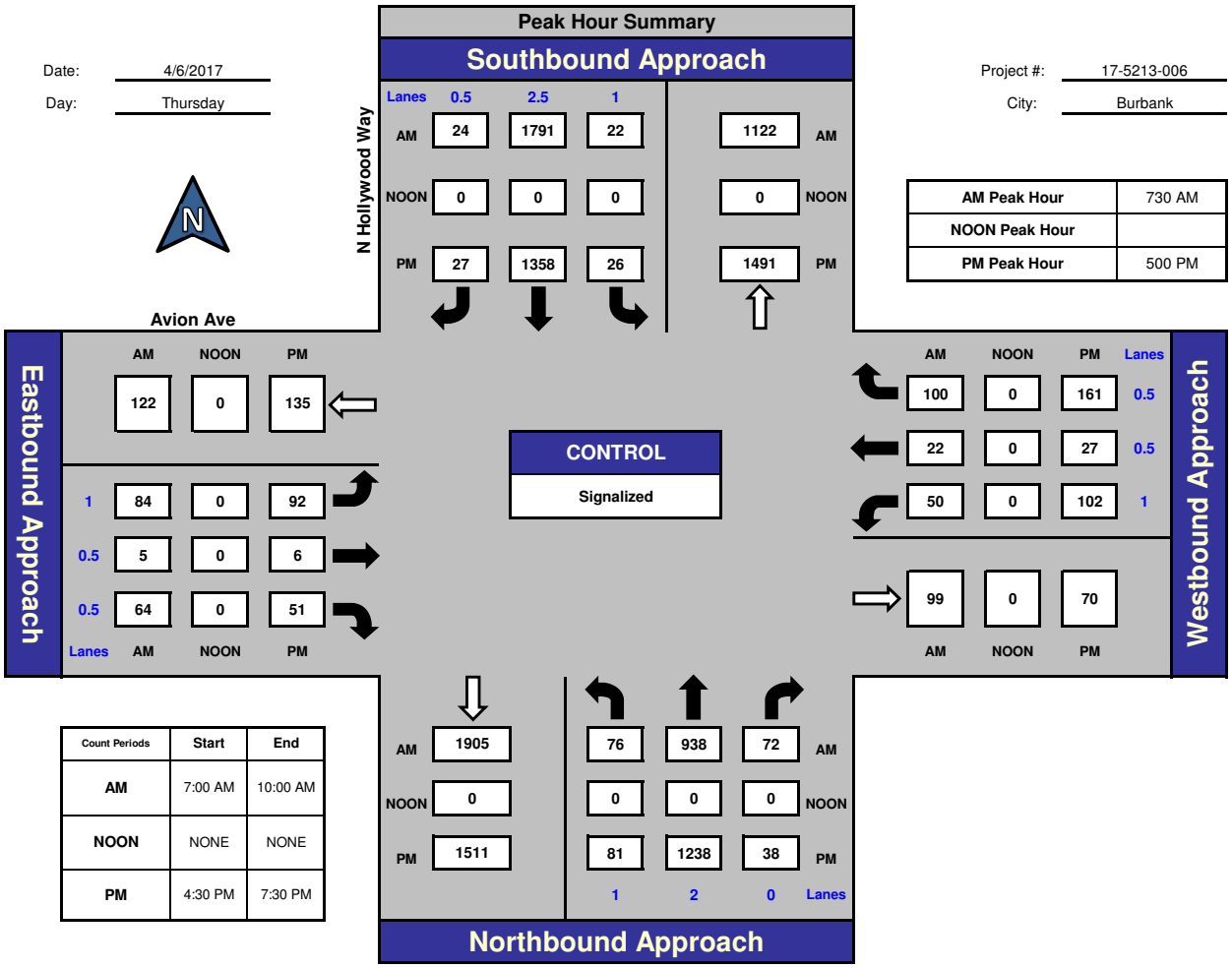
National Data & Surveying Services

N Hollywood Way and Avion Ave , Burbank

Date: 4/6/2017
Day: Thursday

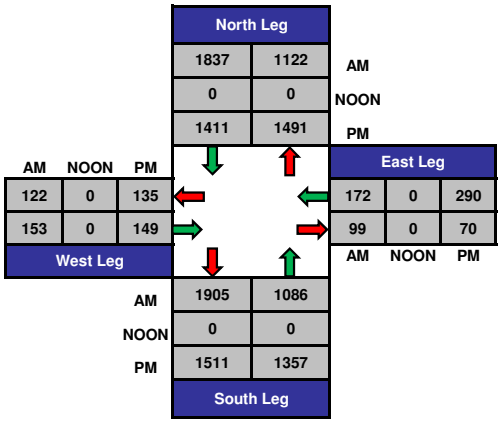
Project #: 17-5213-006
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

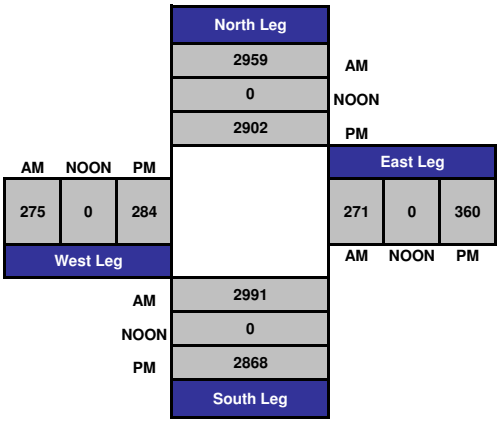


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

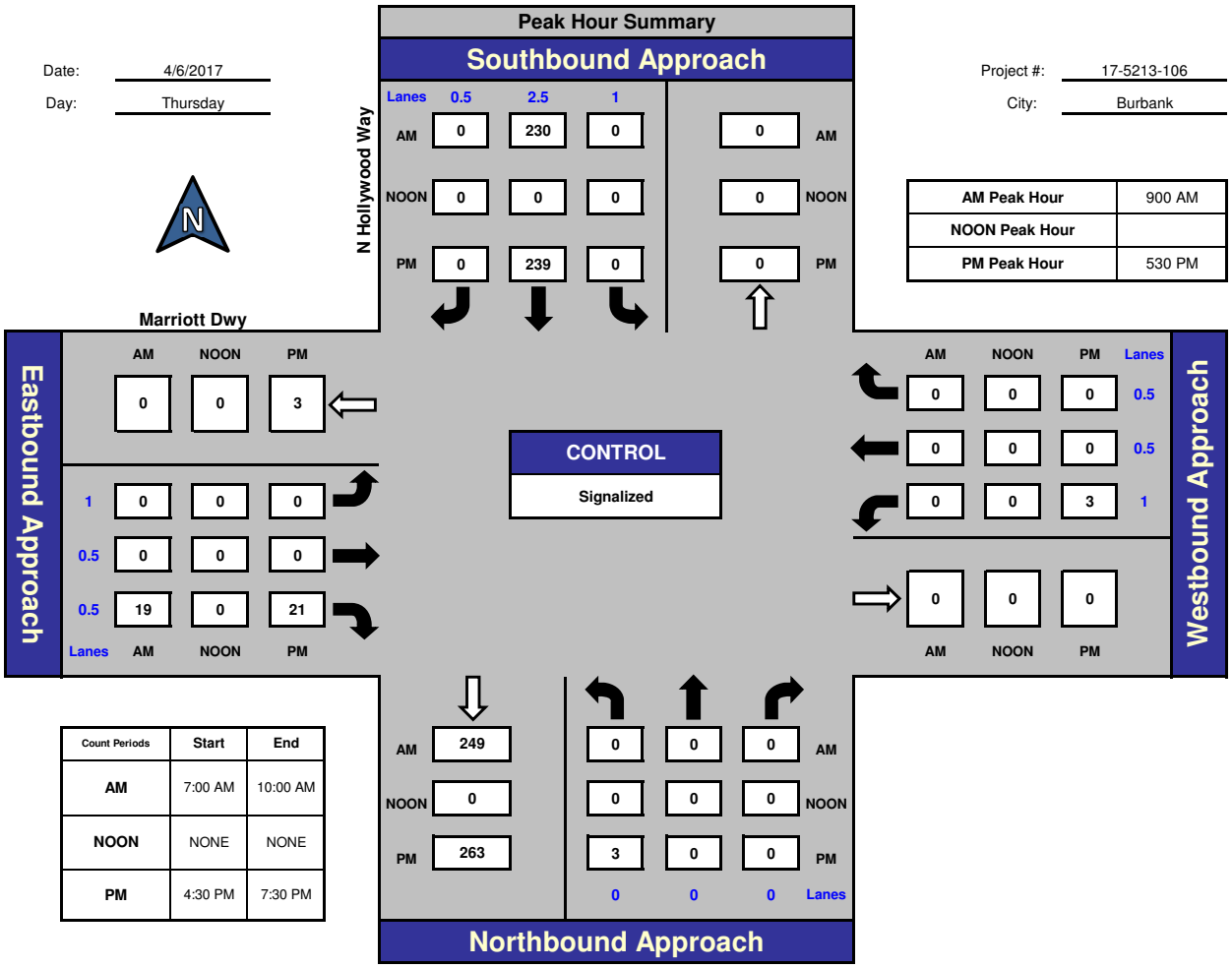
National Data & Surveying Services

N Hollywood Way and Marriott Dwy , Burbank

Date: 4/6/2017
Day: Thursday

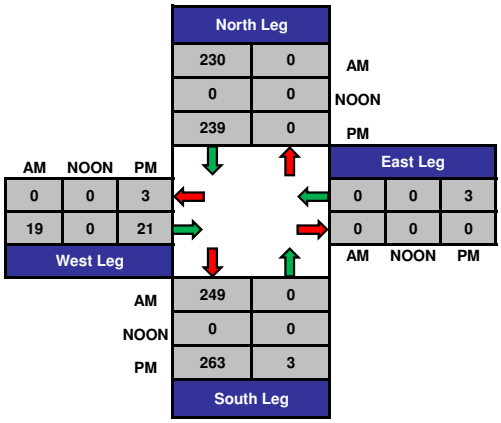
Project #: 17-5213-106
City: Burbank

AM Peak Hour	900 AM
NOON Peak Hour	
PM Peak Hour	530 PM

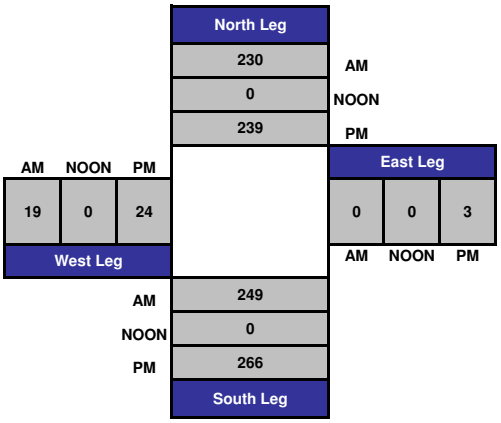


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

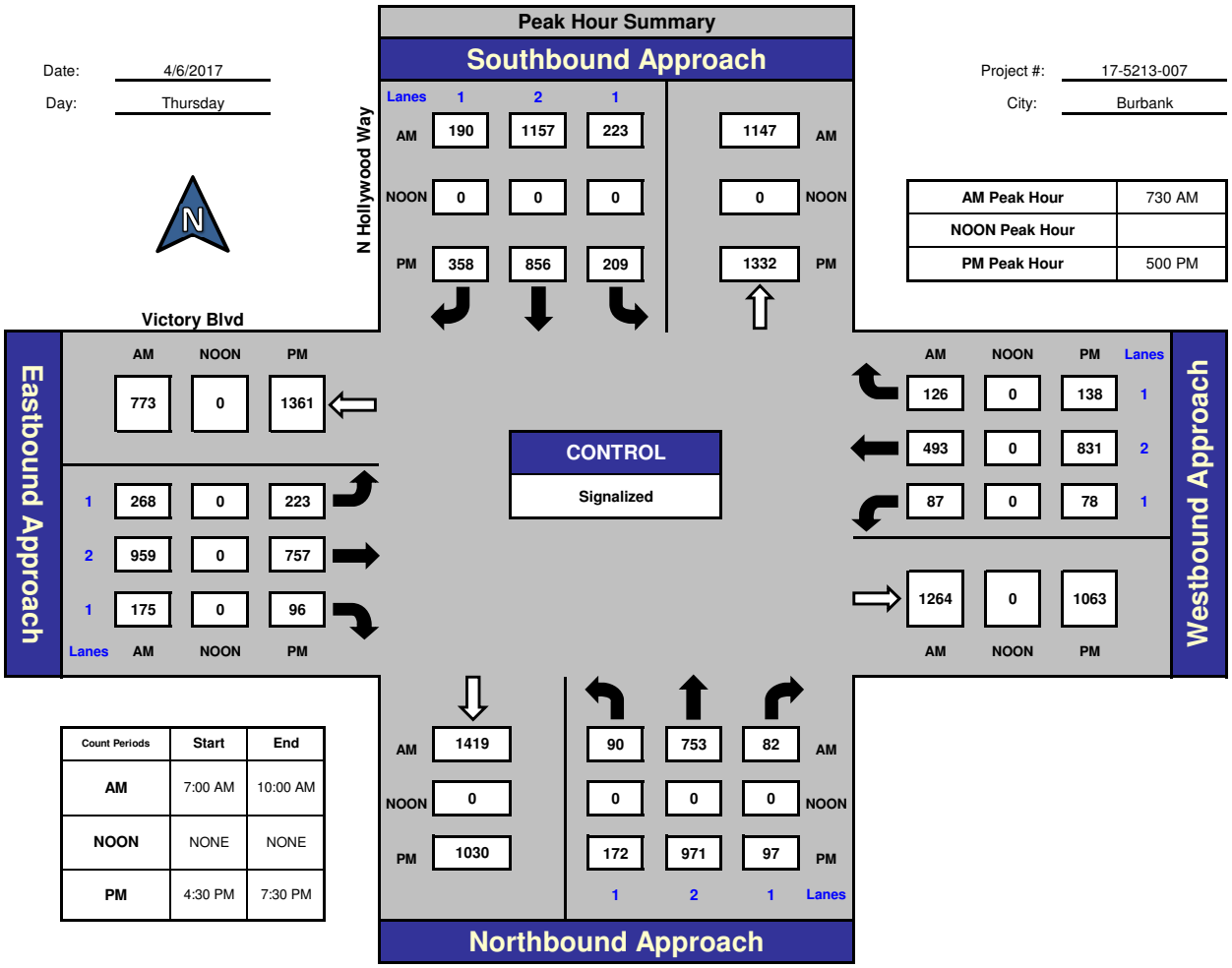
National Data & Surveying Services

N Hollywood Way and Victory Blvd , Burbank

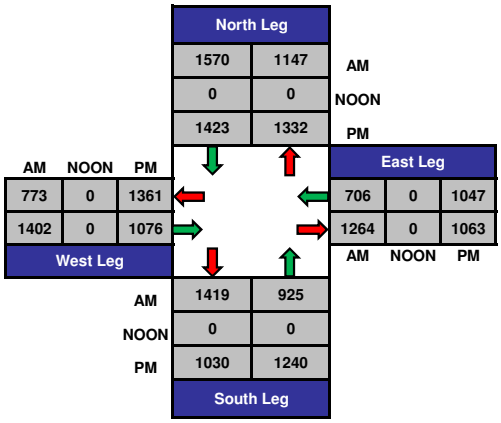
Date: 4/6/2017
Day: Thursday

Project #: 17-5213-007
City: Burbank

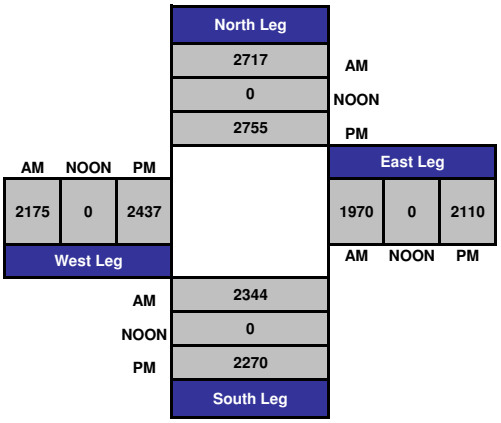
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

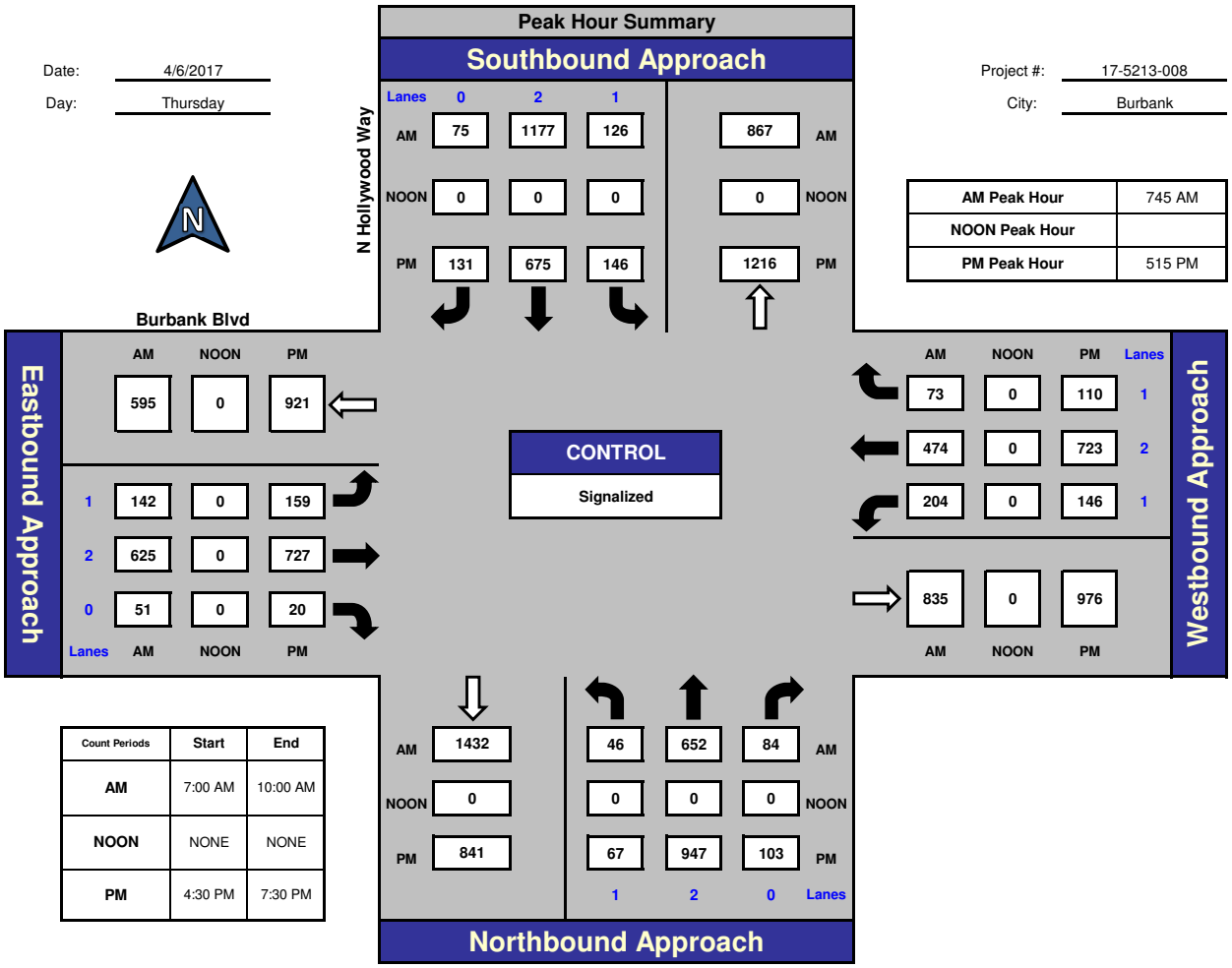
National Data & Surveying Services

N Hollywood Way and Burbank Blvd , Burbank

Date: 4/6/2017
Day: Thursday

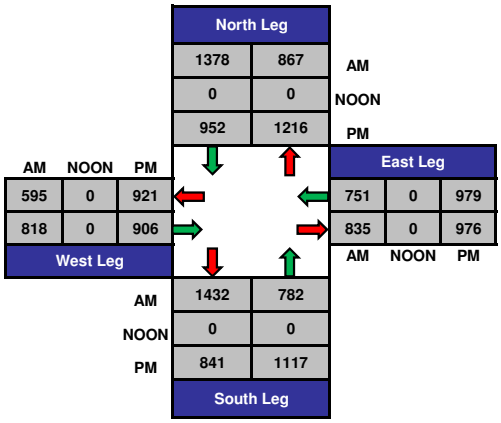
Project #: 17-5213-008
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

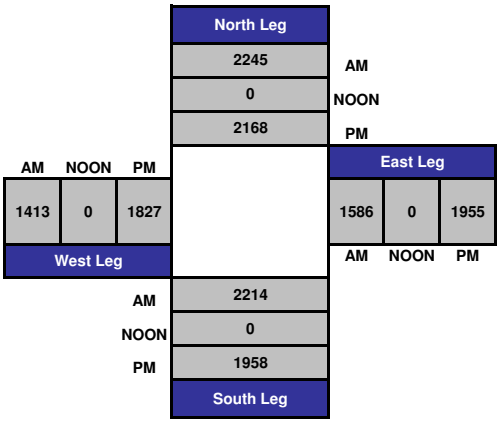


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

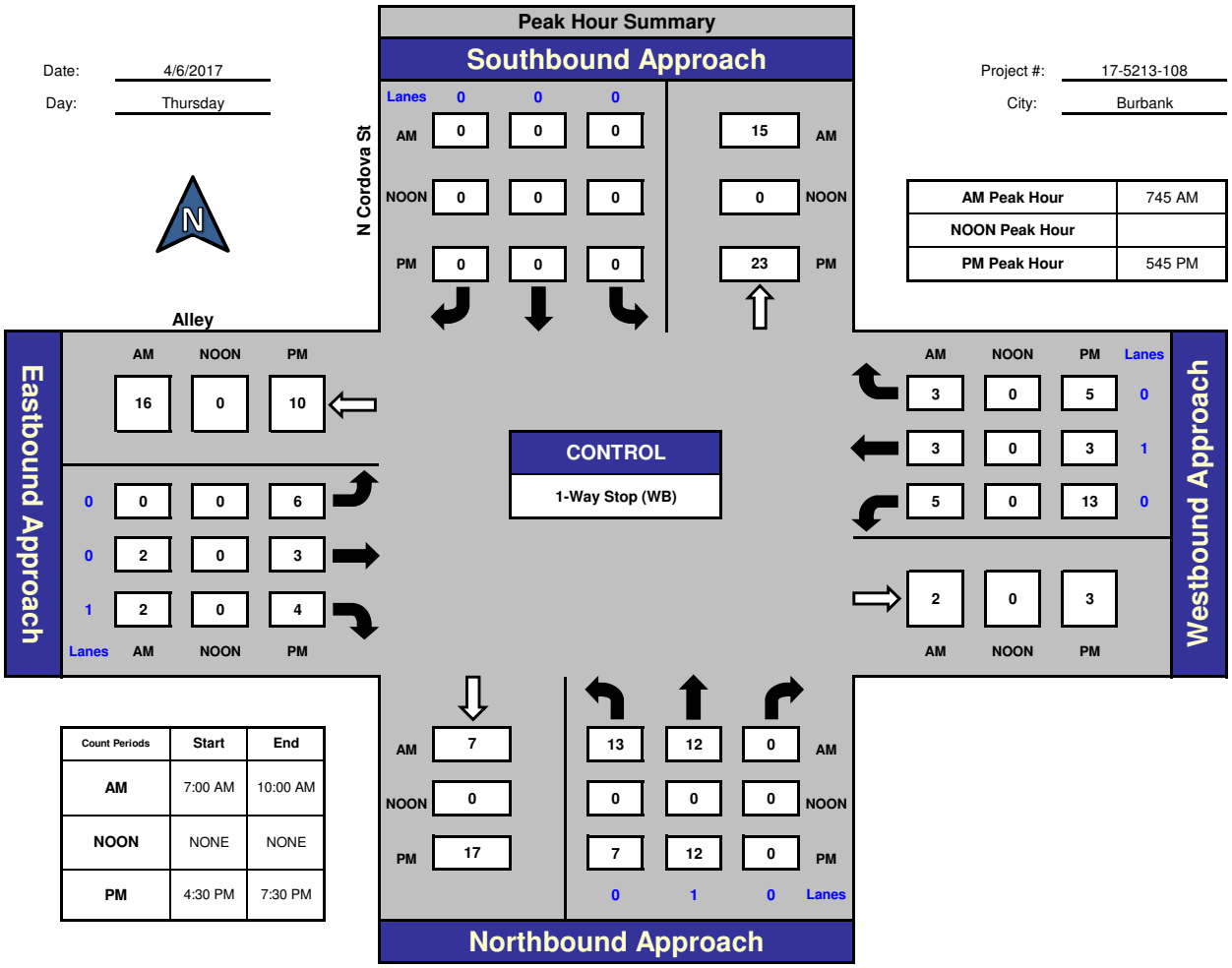
National Data & Surveying Services

N Cordova St and Alley , Burbank

Date: 4/6/2017
Day: Thursday

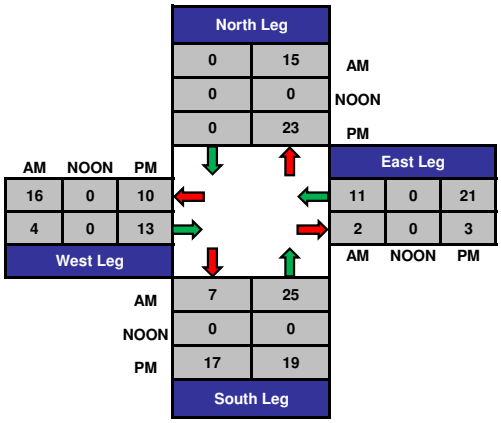
Project #: 17-5213-108
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	545 PM

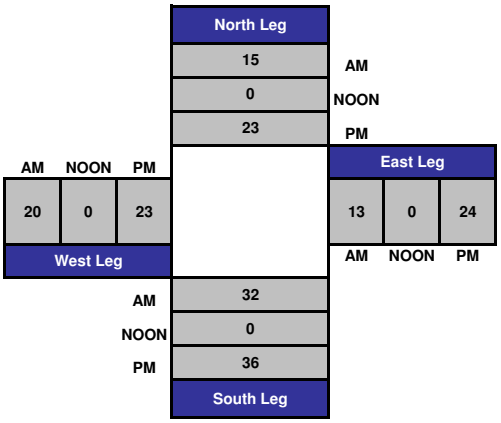


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

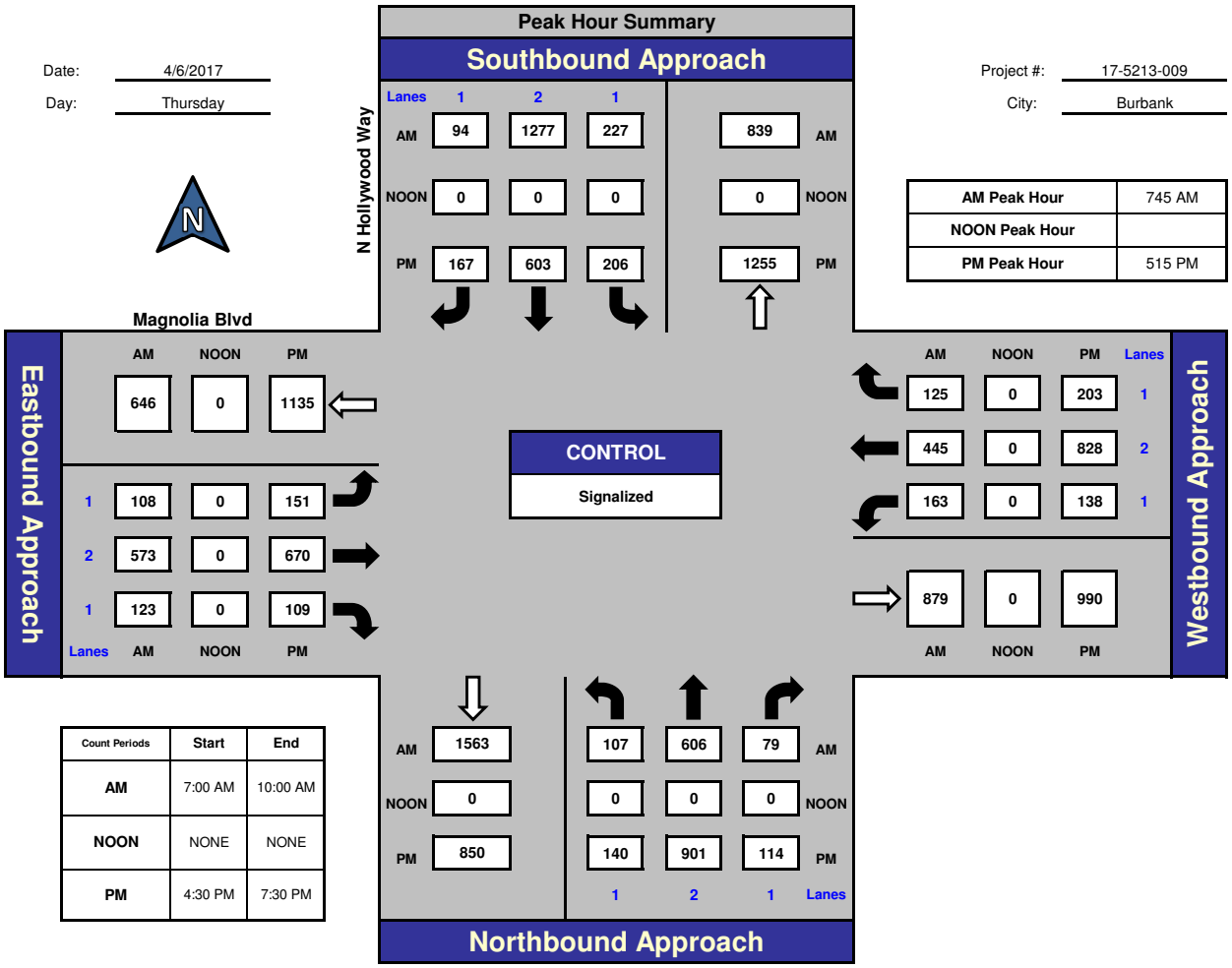
National Data & Surveying Services

N Hollywood Way and Magnolia Blvd , Burbank

Date: 4/6/2017
Day: Thursday

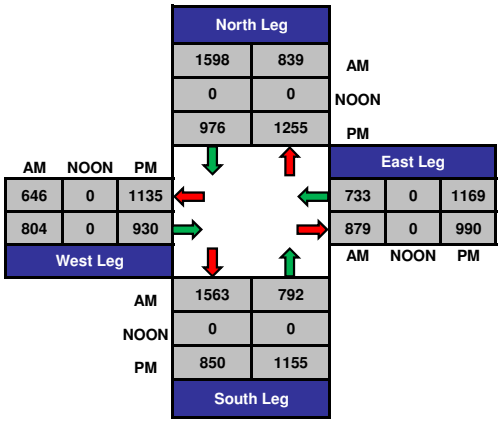
Project #: 17-5213-009
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

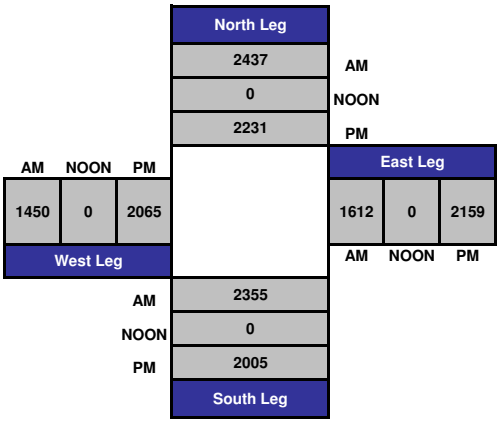


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

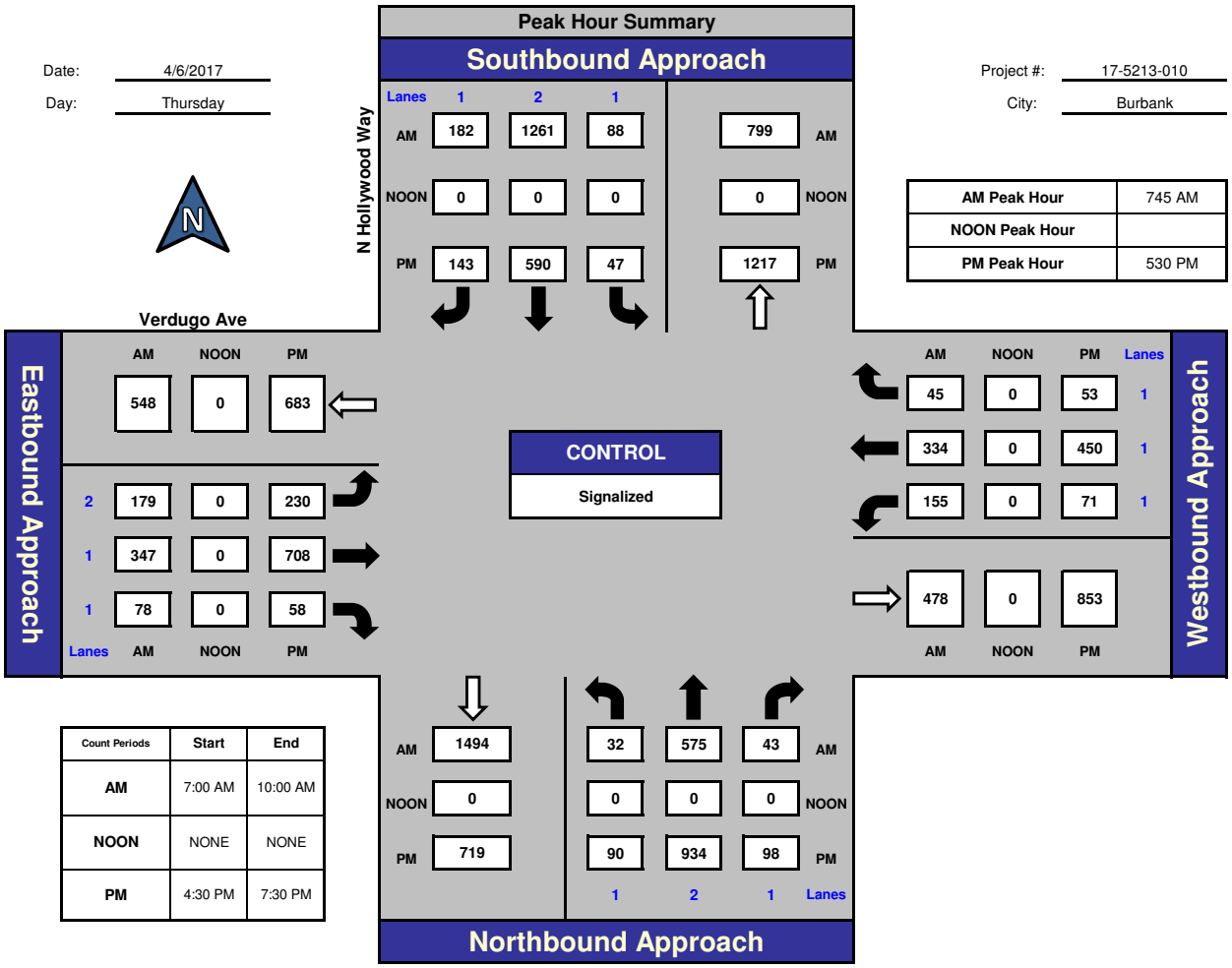
Prepared by:

National Data & Surveying Services

N Hollywood Way and Verdugo Ave , Burbank

Date: 4/6/2017
Day: Thursday

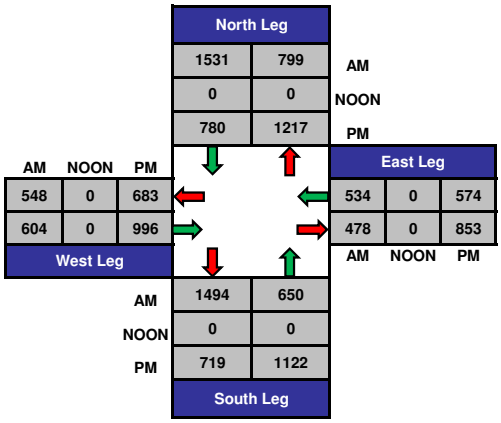
Project #: 17-5213-010
City: Burbank



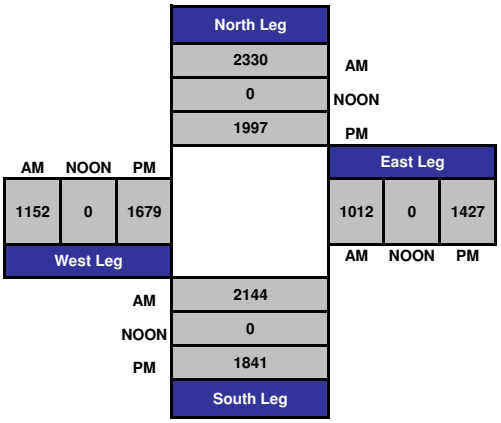
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	530 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

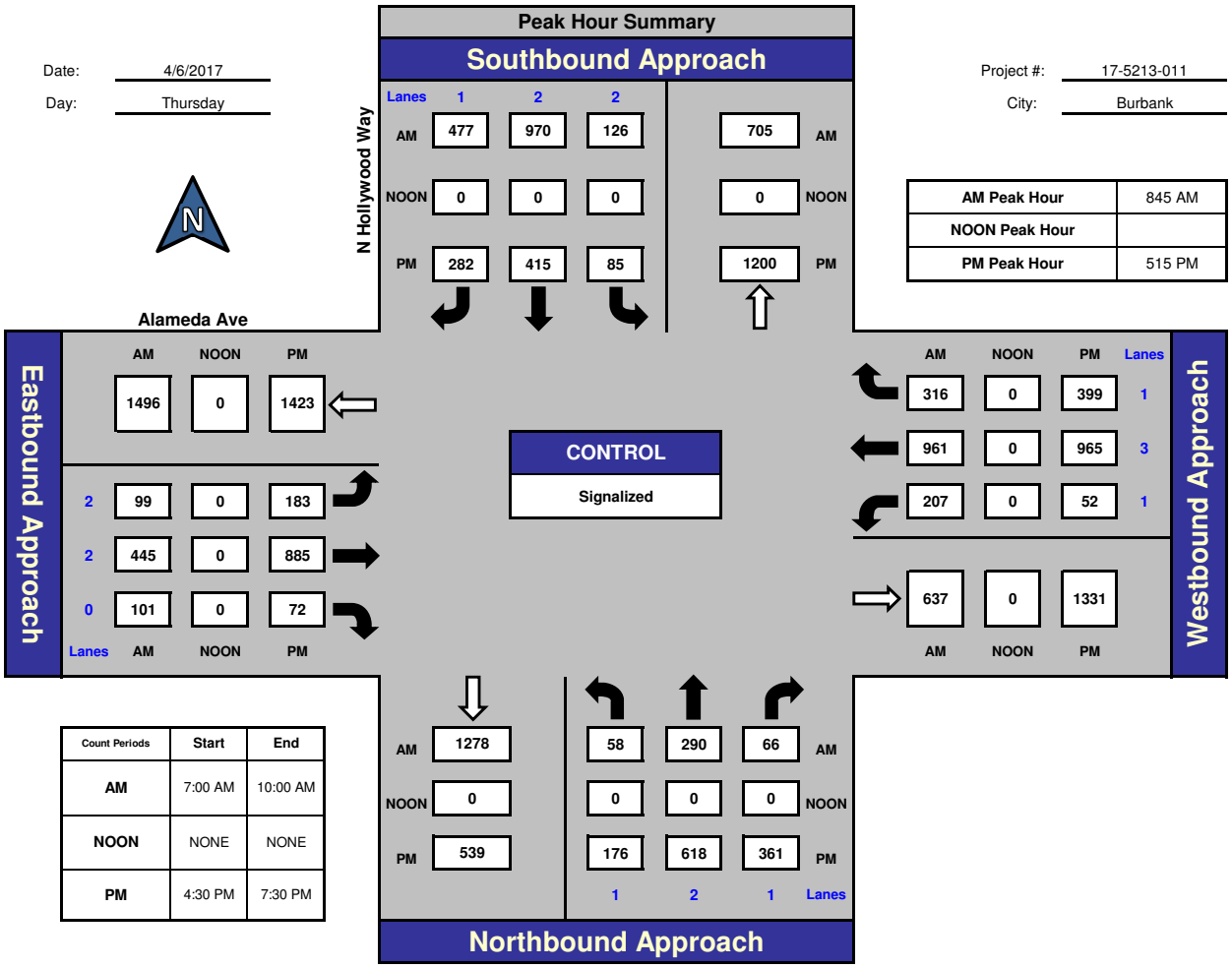
National Data & Surveying Services

N Hollywood Way and Alameda Ave , Burbank

Date: 4/6/2017
Day: Thursday

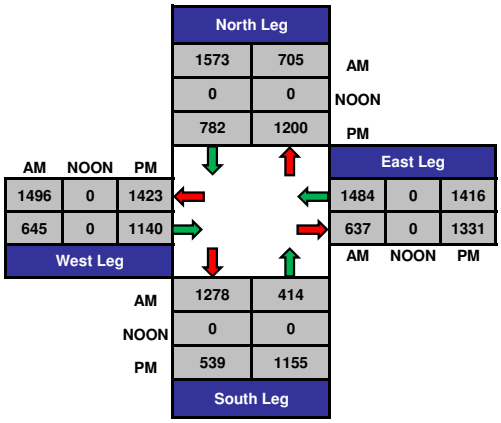
Project #: 17-5213-011
City: Burbank

AM Peak Hour	845 AM
NOON Peak Hour	
PM Peak Hour	515 PM

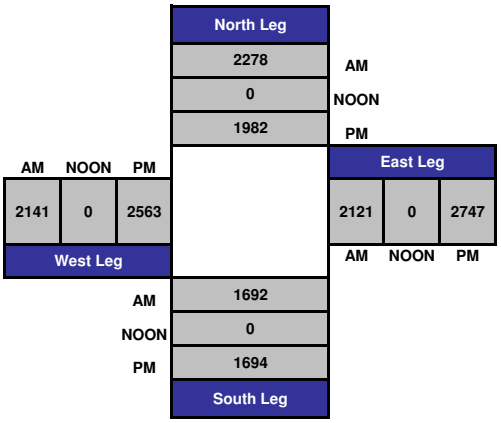


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

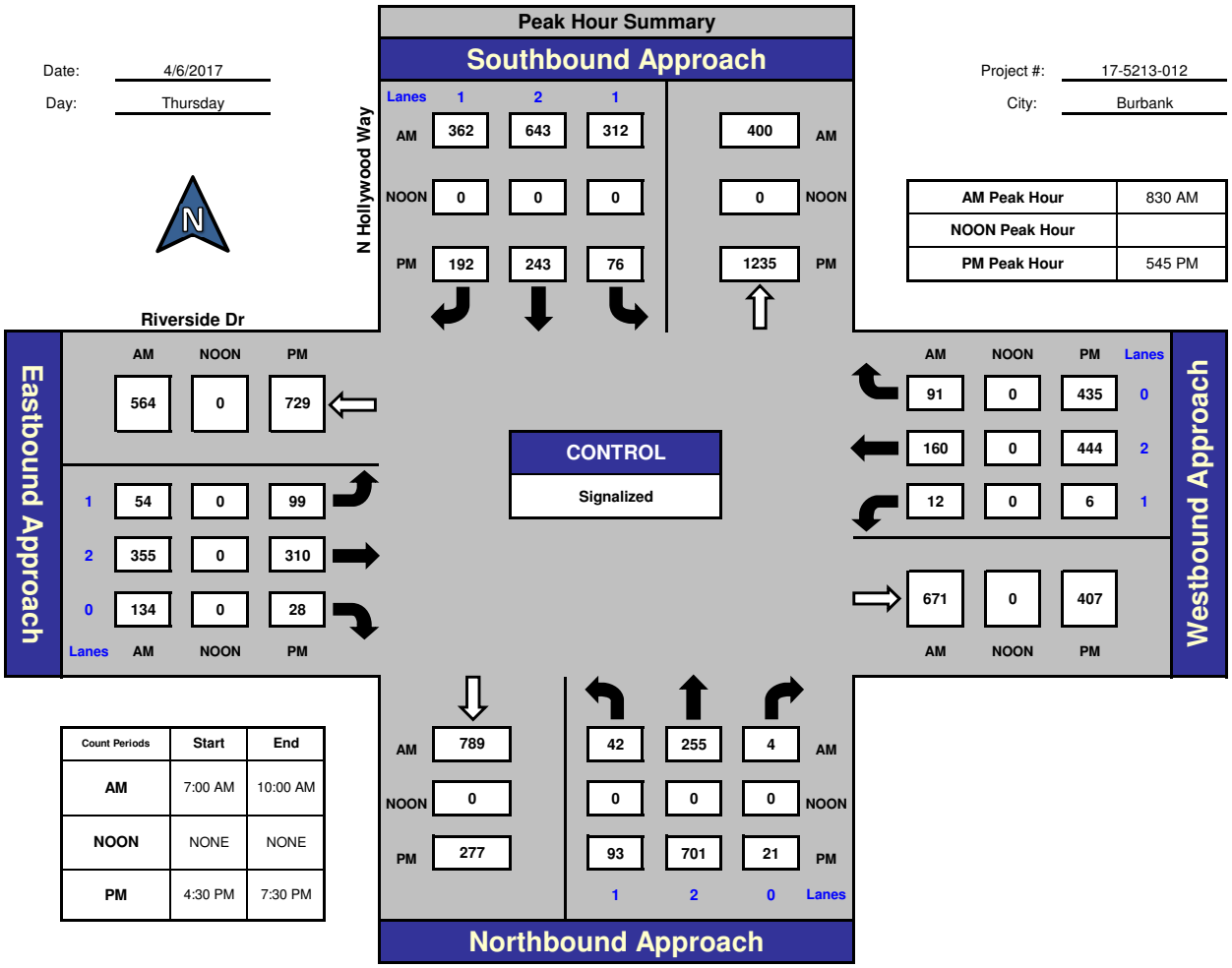
National Data & Surveying Services

N Hollywood Way and Riverside Dr , Burbank

Date: 4/6/2017
Day: Thursday

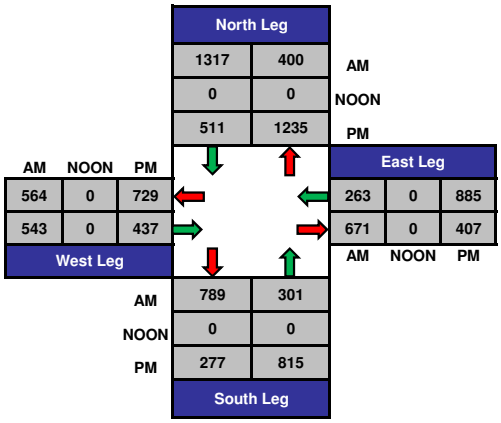
Project #: 17-5213-012
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	545 PM

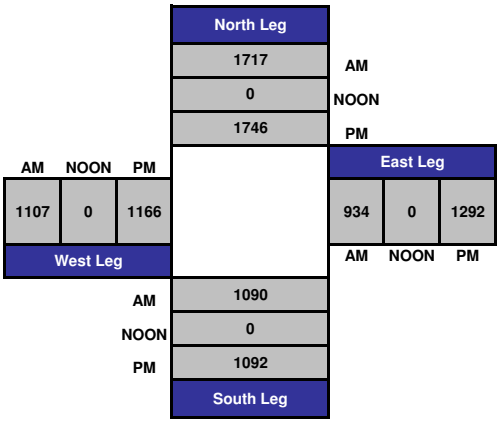


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

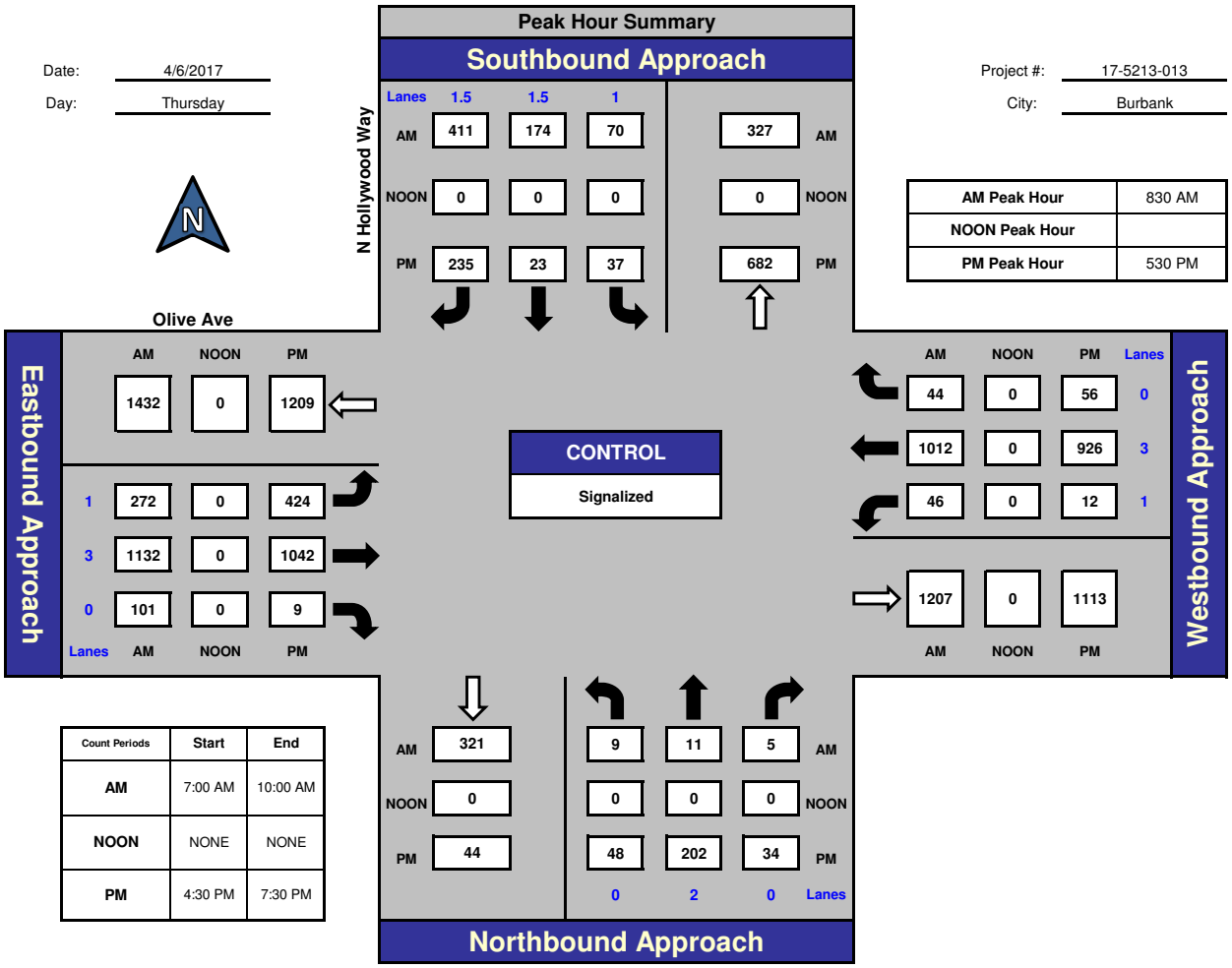
National Data & Surveying Services

N Hollywood Way and Olive Ave , Burbank

Date: 4/6/2017
Day: Thursday

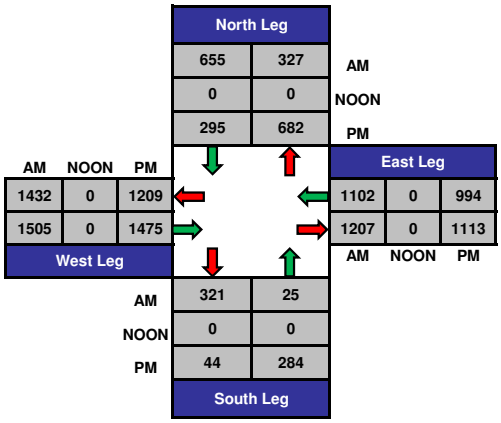
Project #: 17-5213-013
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	530 PM

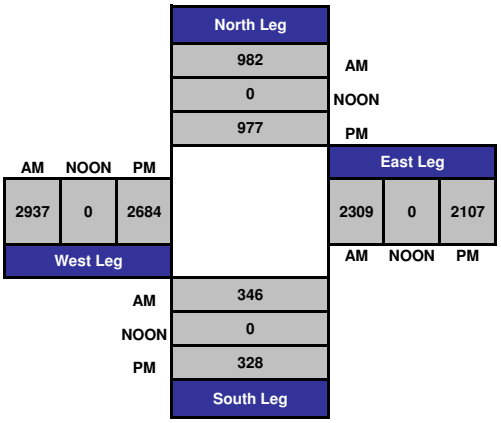


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

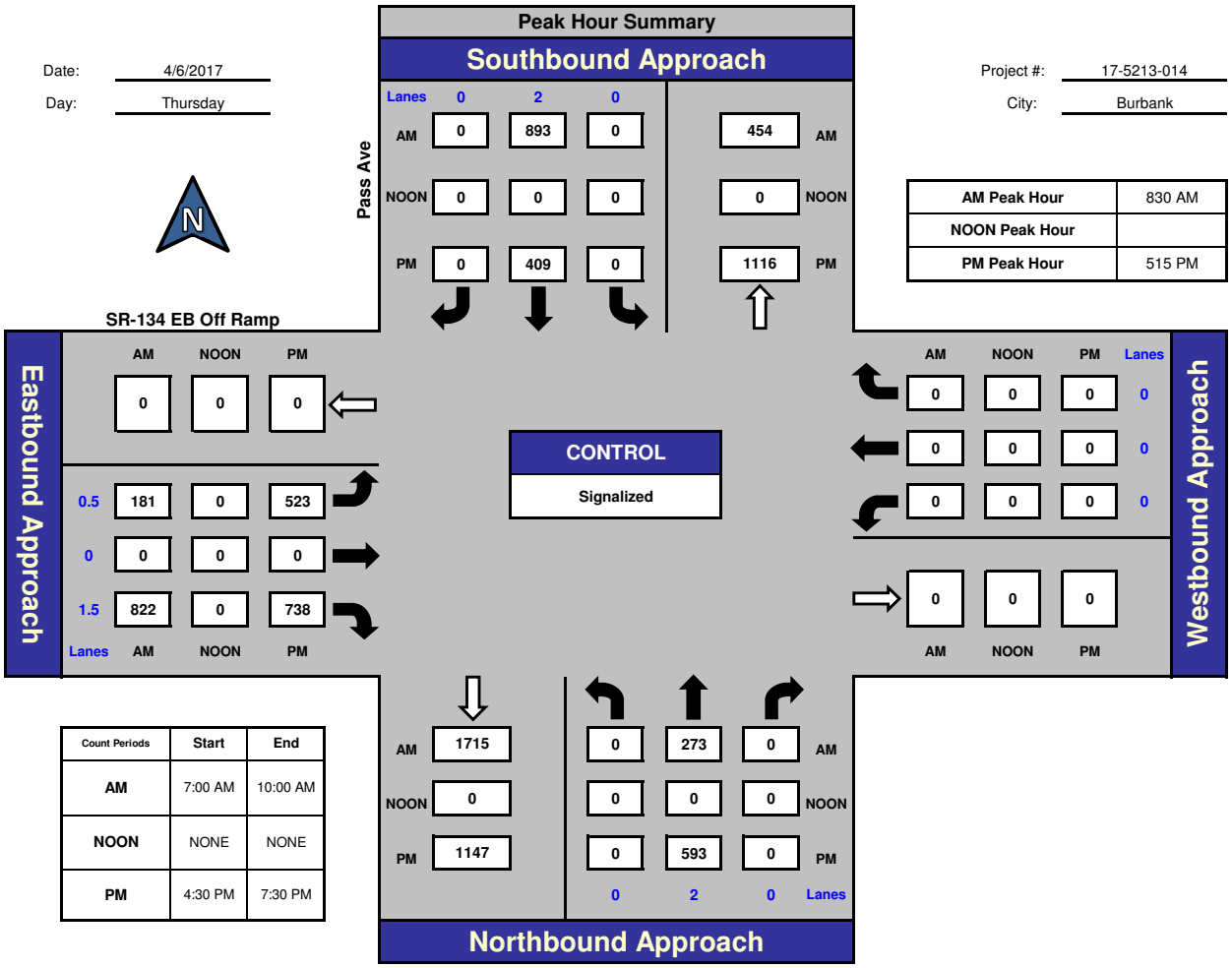
National Data & Surveying Services

Pass Ave and SR-134 EB Off Ramp , Burbank

Date: 4/6/2017
Day: Thursday

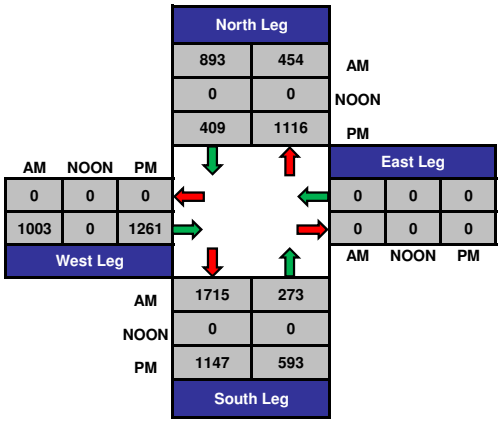
Project #: 17-5213-014
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	515 PM

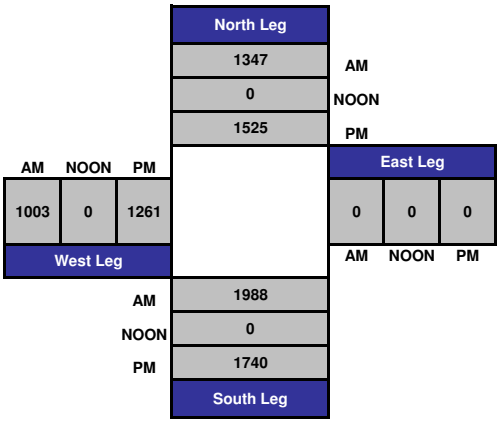


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-134 WB Ramps/Cordova St and Alameda Ave , Burbank

Date: 4/6/2017
Day: Thursday

Project #: 17-5213-015
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Peak Hour Summary

Southbound Approach (SR-134 WB Ramps/Cordova St)

Lanes	1	0	0		
AM	6	0	0	13	AM
NOON	0	0	0	0	NOON
PM	2	0	0	9	PM

Eastbound Approach (Alameda Ave)

Lanes		AM	NOON	PM
		1477	0	1407
1		8	0	6
2		541	0	806
1		101	0	522
	Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	2	0	1	0
	683	0	919	2
	89	0	114	1
	764	0	836	
	AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	190	788	3	223	AM
NOON	0	0	0	0	NOON
PM	636	486	2	30	PM
		2	0	1	Lanes

Total Ins & Outs

	North Leg		
AM	6	13	AM
NOON	0	0	NOON
PM	2	9	PM

West Leg			East Leg		
AM	NOON	PM			
1477	0	1407	774	0	1034
650	0	1334	764	0	836
			AM	NOON	PM

	South Leg	
AM	190	1014
NOON	0	0
PM	636	518

Total Volume Per Leg

	North Leg	
AM	19	AM
NOON	0	NOON
PM	11	PM

West Leg			East Leg		
AM	NOON	PM			
2127	0	2741	1538	0	1870
			AM	NOON	PM

	South Leg
AM	1204
NOON	0
PM	1154

ITM Peak Hour Summary

Prepared by:

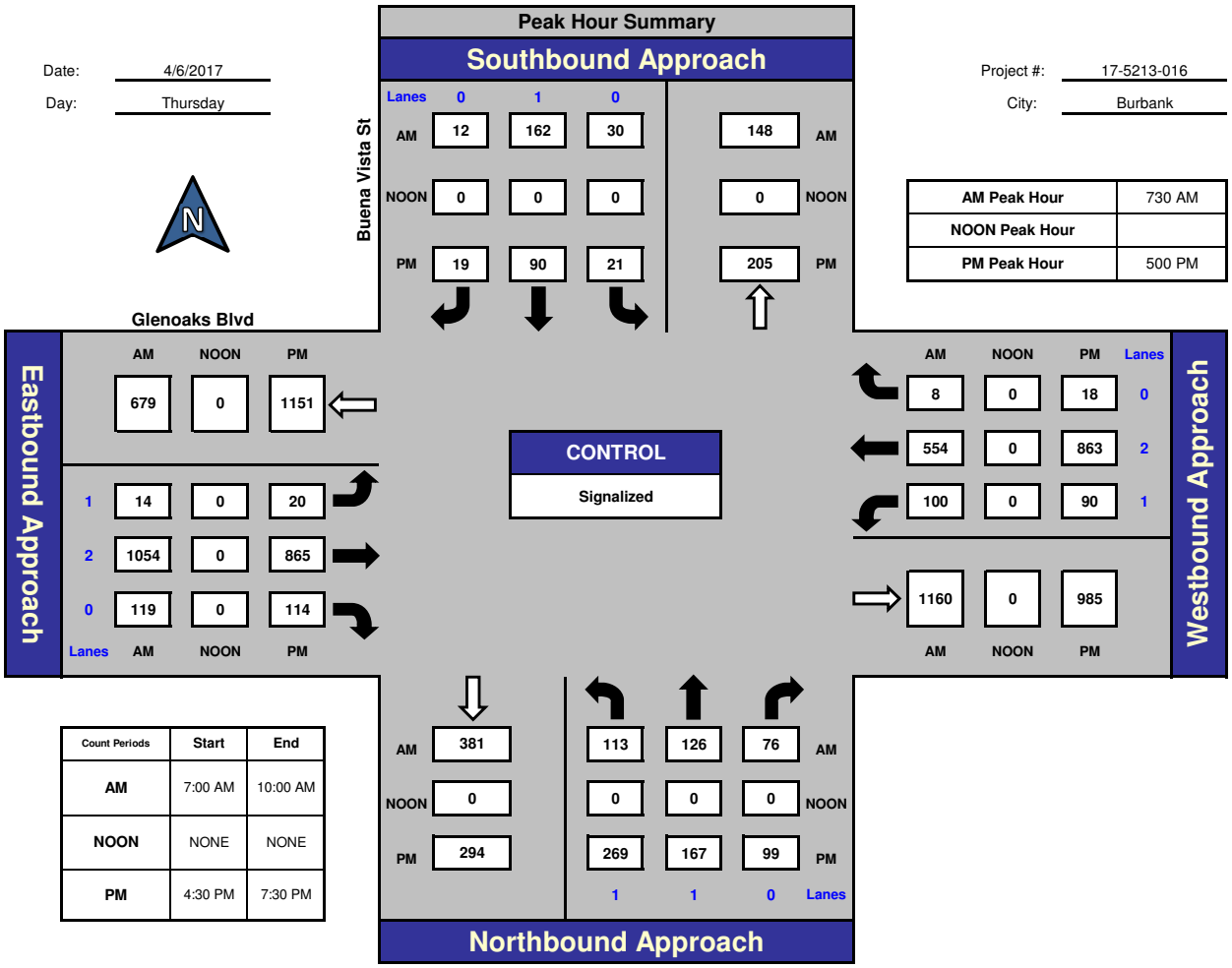
National Data & Surveying Services

Buena Vista St and Glenoaks Blvd , Burbank

Date: 4/6/2017
Day: Thursday

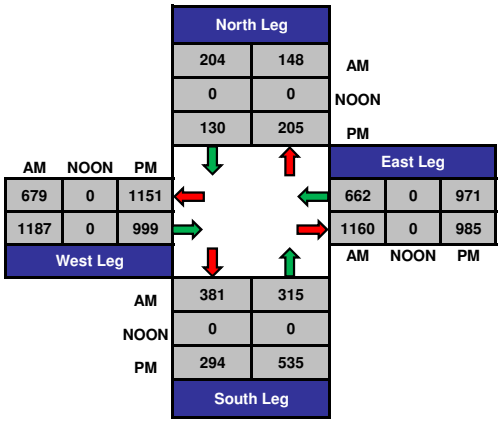
Project #: 17-5213-016
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

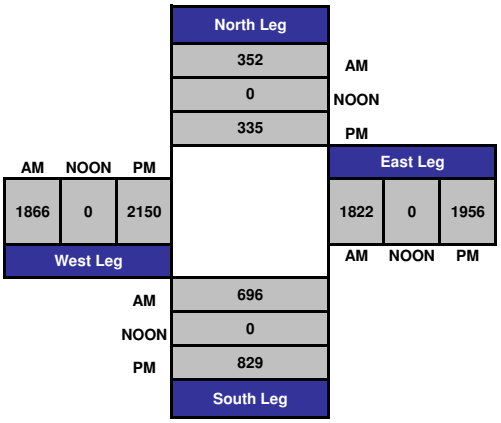


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

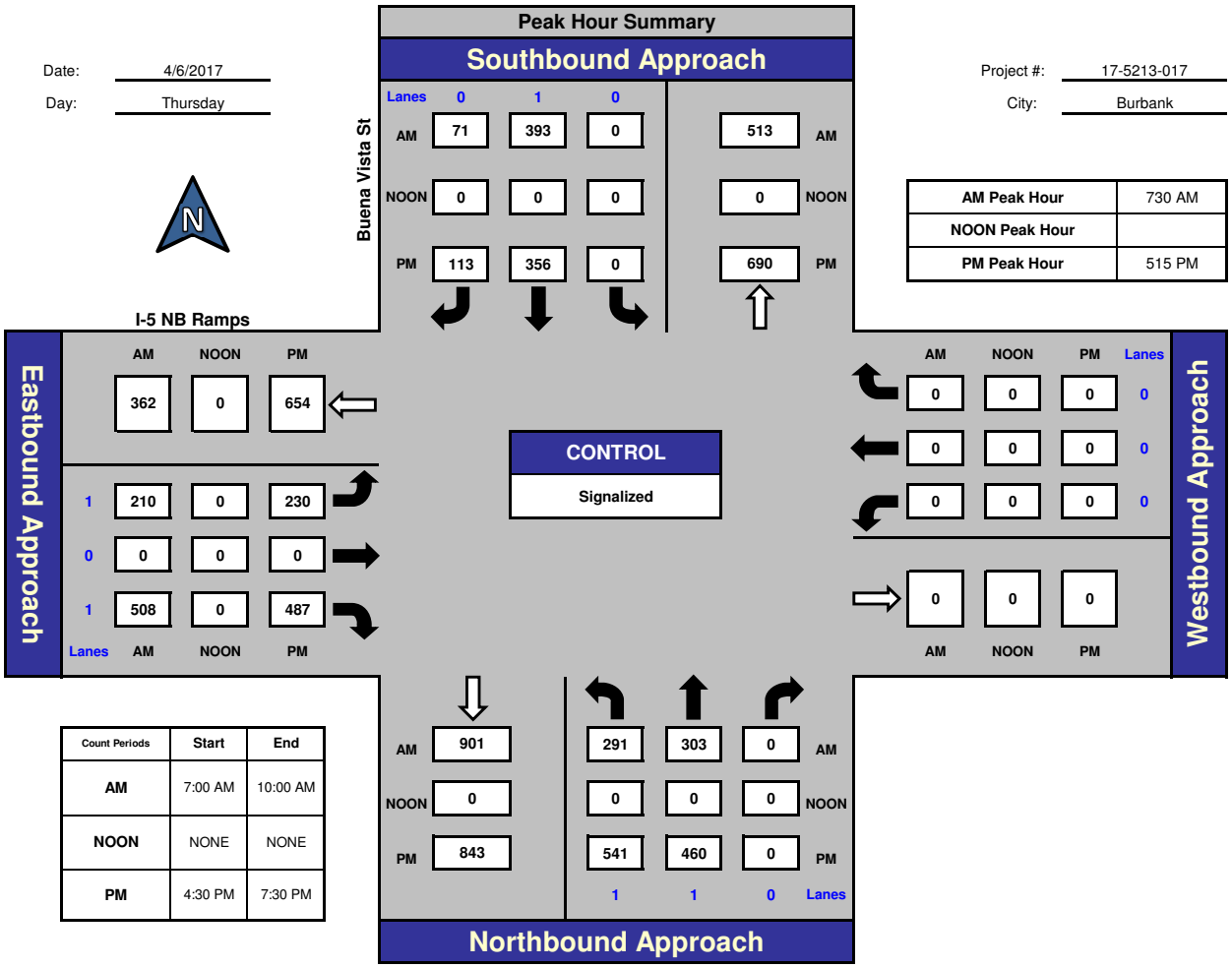
National Data & Surveying Services

Buena Vista St and I-5 NB Ramps , Burbank

Date: 4/6/2017
Day: Thursday

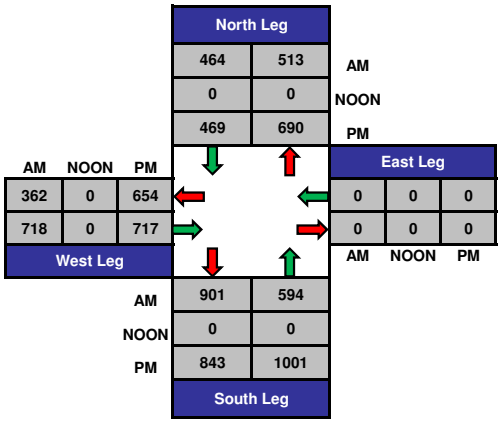
Project #: 17-5213-017
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

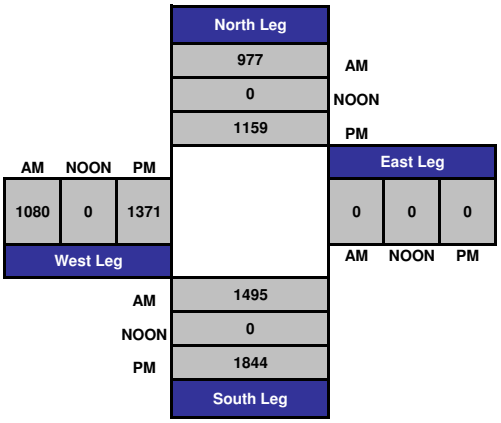


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

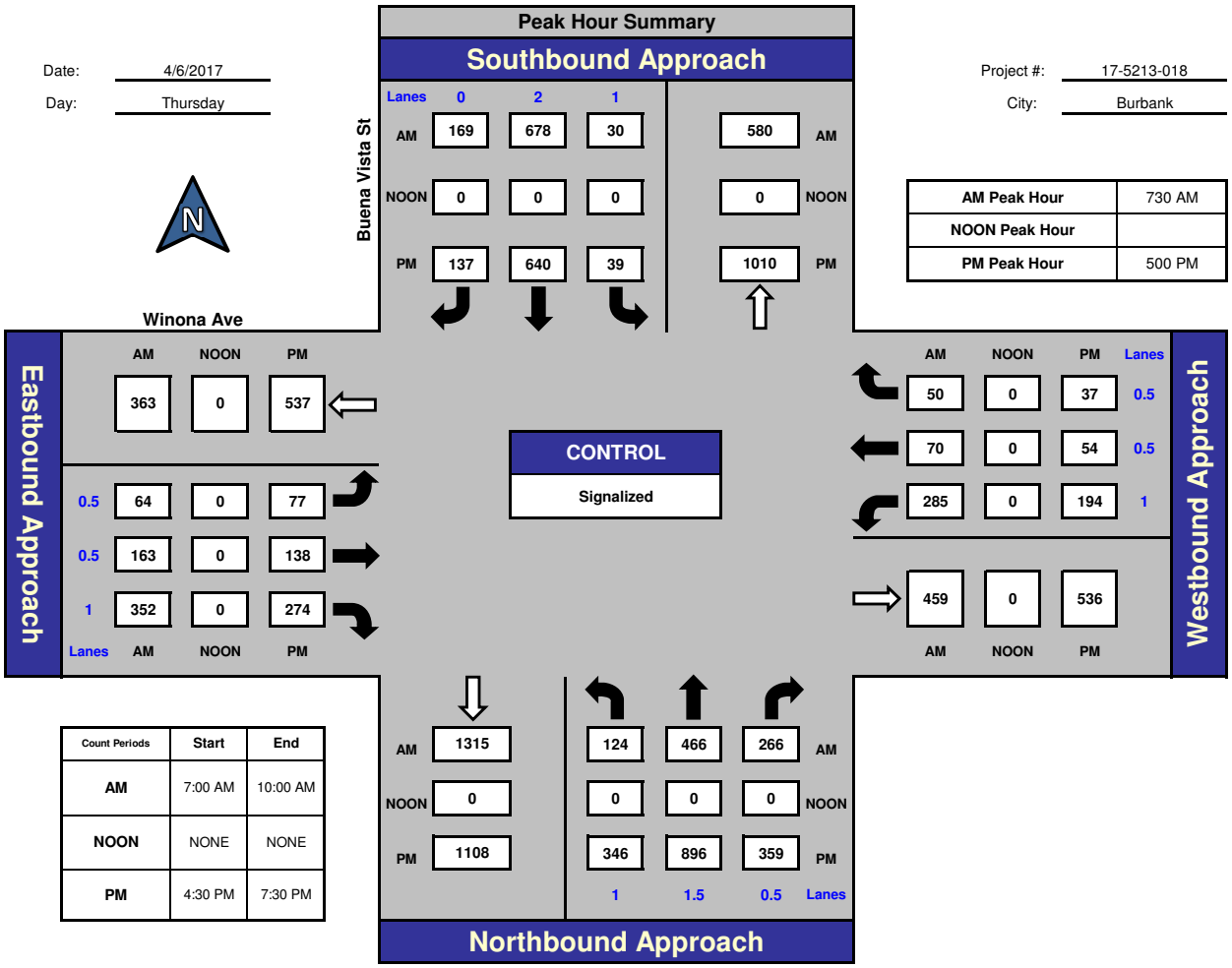
National Data & Surveying Services

Buena Vista St and Winona Ave , Burbank

Date: 4/6/2017
Day: Thursday

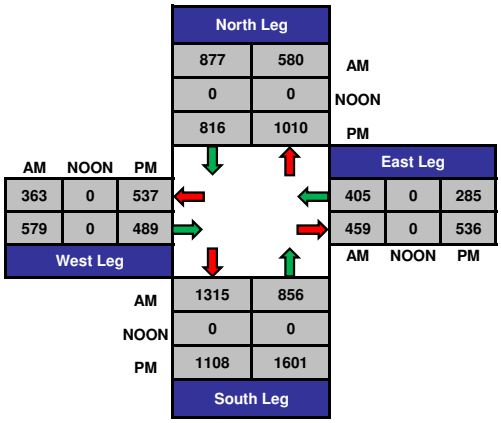
Project #: 17-5213-018
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

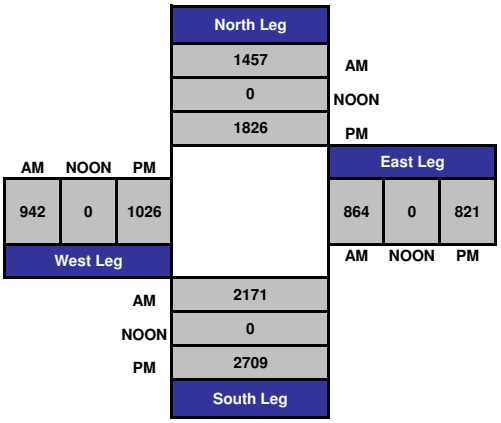


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

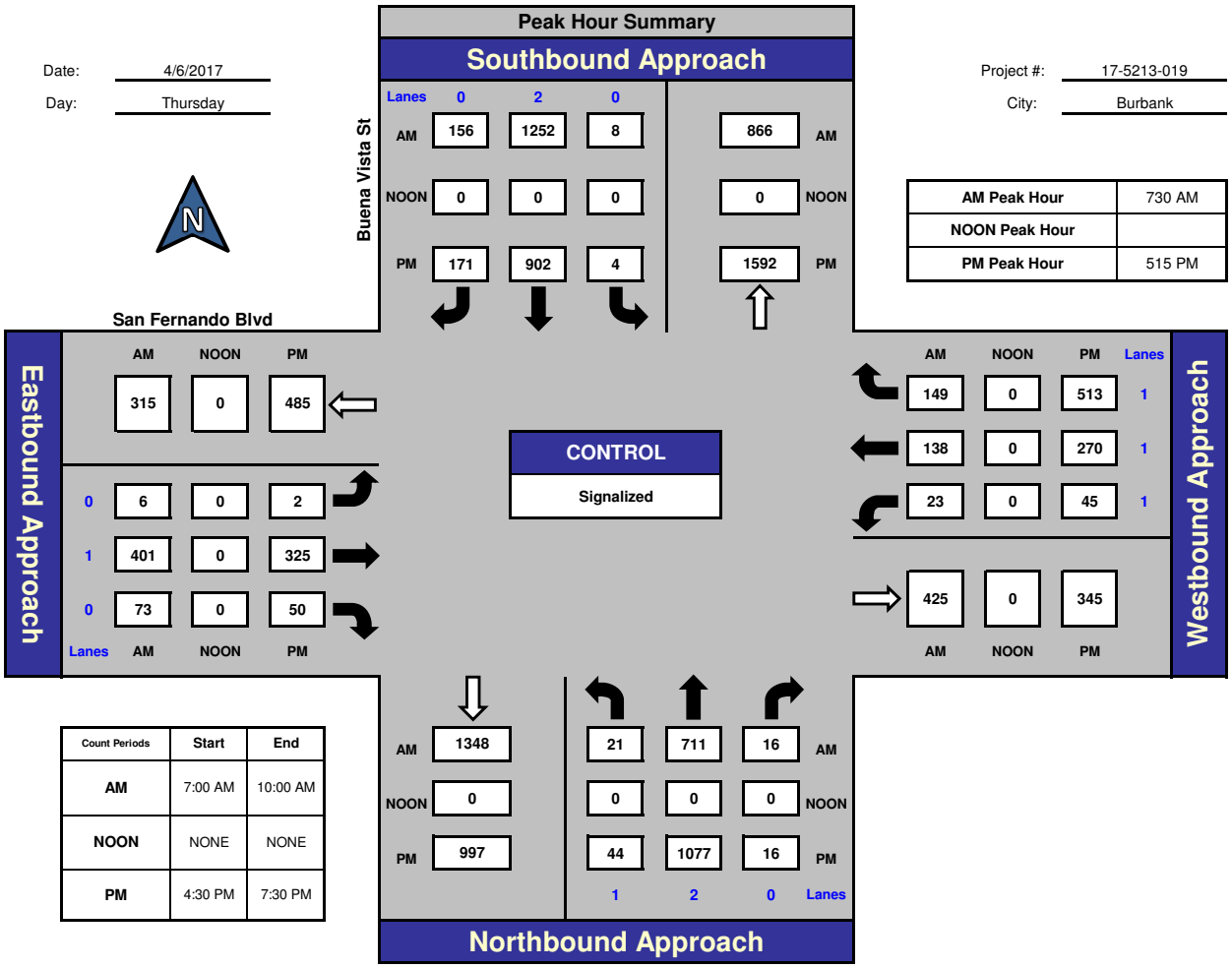
National Data & Surveying Services

Buena Vista St and San Fernando Blvd , Burbank

Date: 4/6/2017
Day: Thursday

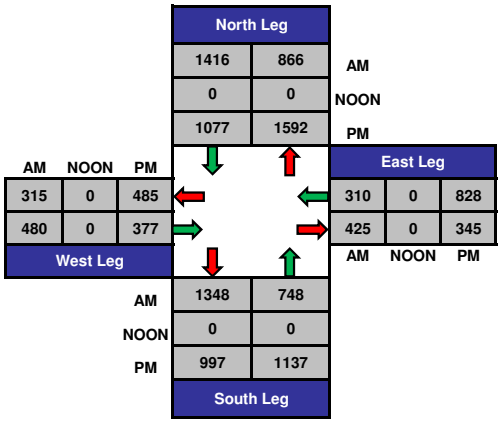
Project #: 17-5213-019
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

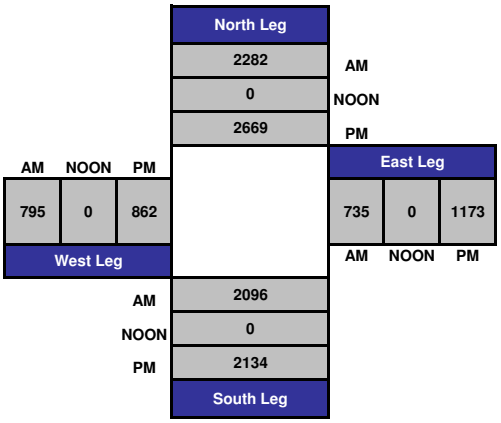


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Thornton Ave , Burbank

Date: 4/6/2017

Day: Thursday

Project #: 17-5213-020

City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Buena Vista St)

Lanes	0	2	1	
AM	245	993	139	687 AM
NOON	0	0	0	0 NOON
PM	170	717	134	1152 PM

Eastbound Approach (Thornton Ave)

Lanes	AM	NOON	PM
	339	0	275
1	143	0	212
1	62	0	65
0	75	0	71

Westbound Approach

Lanes	AM	NOON	PM
0	21	0	35
1	54	0	40
1	10	0	21
	209	0	211

CONTROL: Signalized

Northbound Approach

Lanes	1	2	0	
AM	40	523	8	AM
NOON	0	0	0	NOON
PM	65	905	12	PM
	1078			AM
	0			NOON
	809			PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	North Leg	
AM	1377	687
NOON	0	0
PM	1021	1152

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
339	0	275		85	0	96
280	0	348		209	0	211

	South Leg	
AM	1078	571
NOON	0	0
PM	809	982

Total Volume Per Leg

North Leg	
2064	AM
0	NOON
2173	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
619	0	623	294	0	307

South Leg	
AM	1649
NOON	0
PM	1791

ITM Peak Hour Summary

Prepared by:

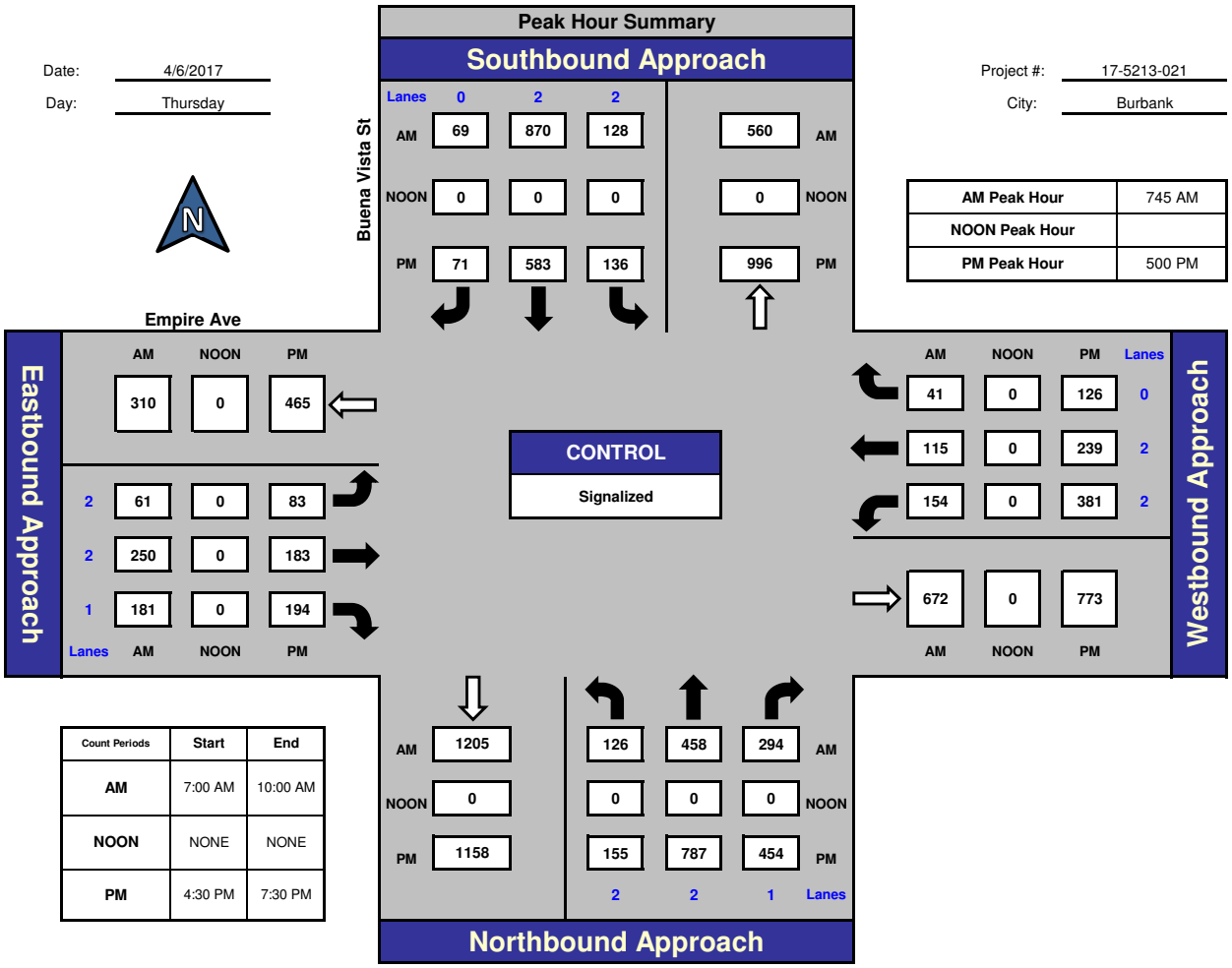
National Data & Surveying Services

Buena Vista St and Empire Ave , Burbank

Date: 4/6/2017
Day: Thursday

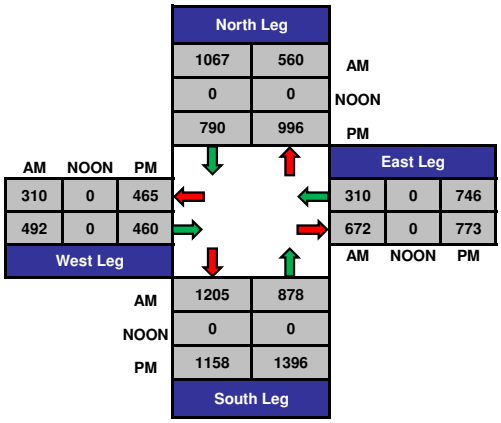
Project #: 17-5213-021
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

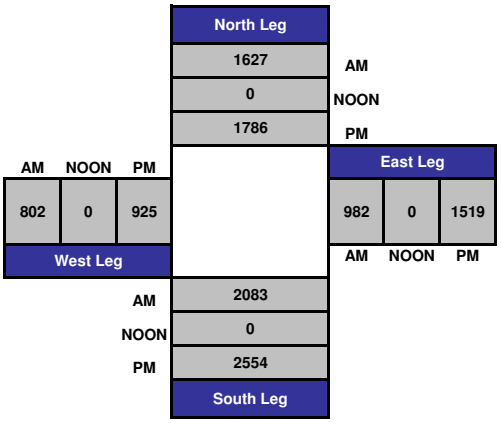


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

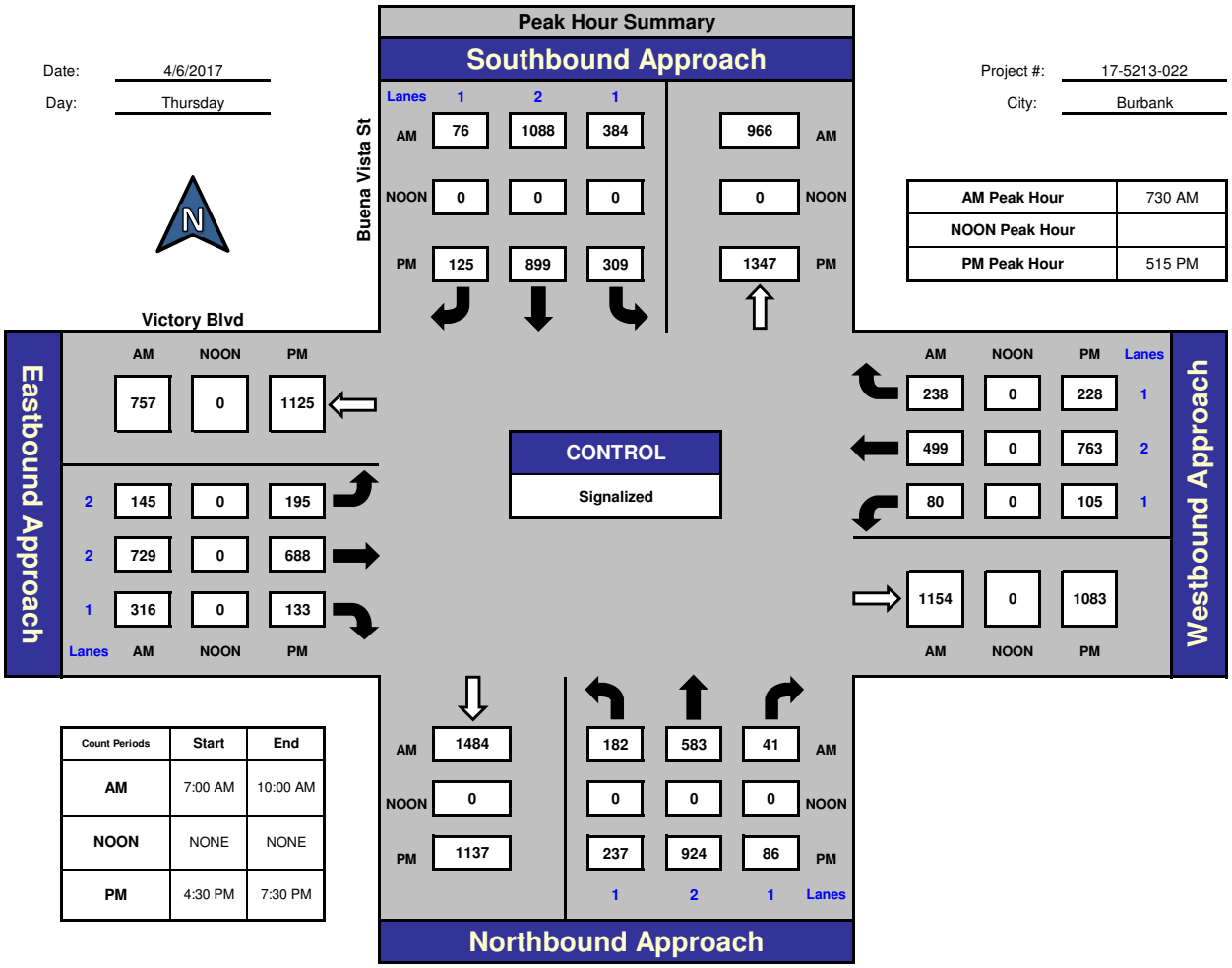
National Data & Surveying Services

Buena Vista St and Victory Blvd , Burbank

Date: 4/6/2017
Day: Thursday

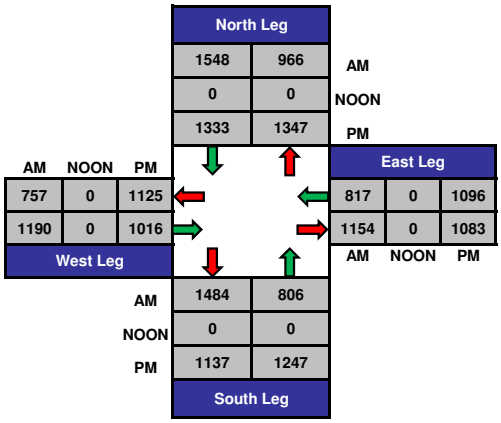
Project #: 17-5213-022
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

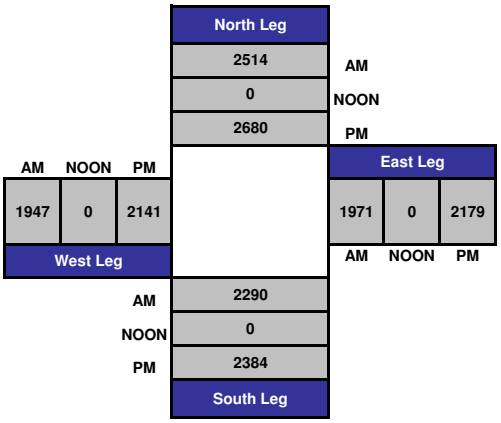


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Burbank Blvd , Burbank

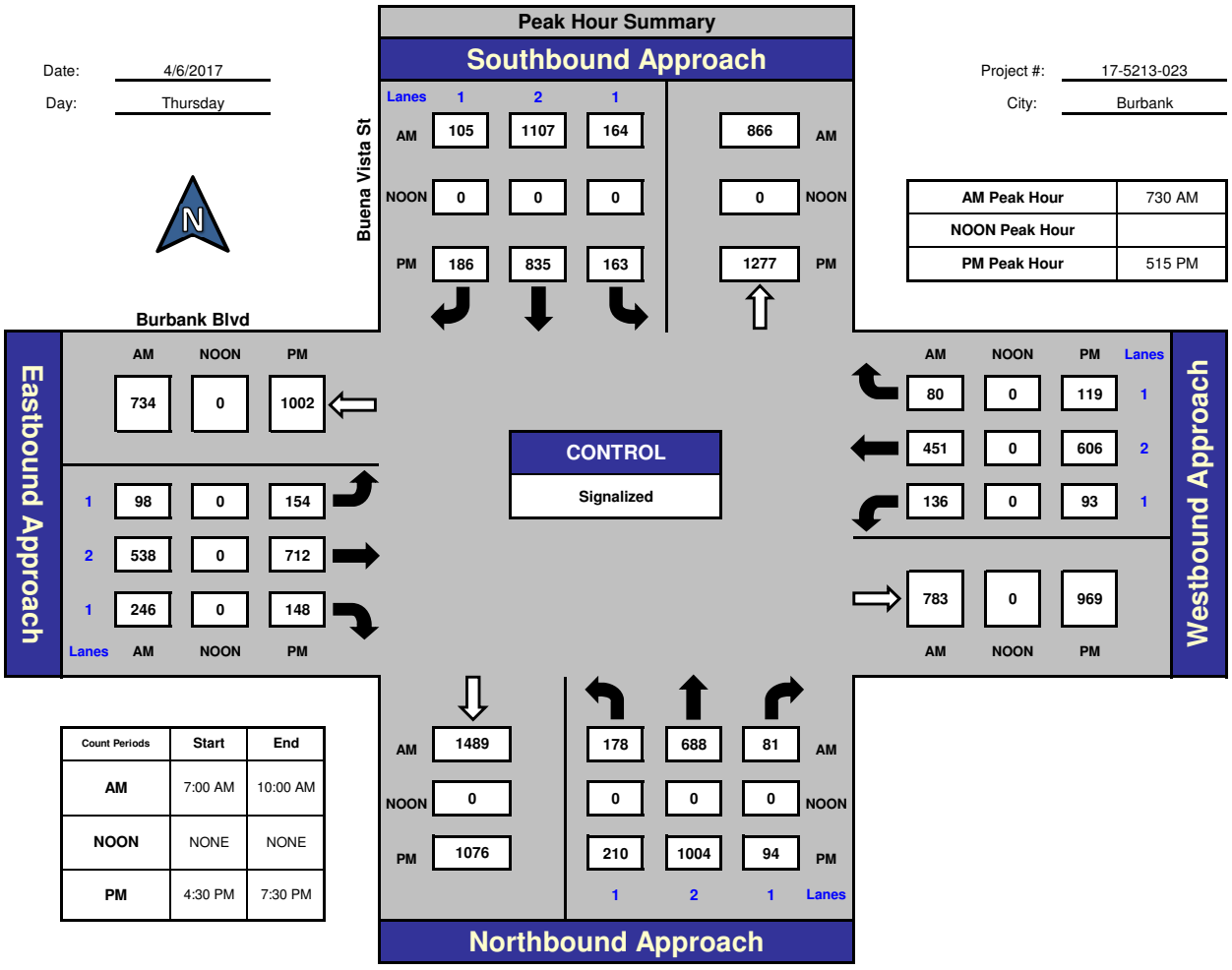
Date: 4/6/2017

Day: Thursday

Project #: 17-5213-023

City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM



Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

North Leg	
1376	866
0	0
1184	1277

AM NOON PM

West Leg		
734	0	1002
882	0	1014

AM NOON PM

East Leg		
667	0	818
783	0	969

AM NOON PM

South Leg	
1489	947
0	0
1076	1308

AM NOON PM

Total Volume Per Leg

North Leg	
2242	AM
0	NOON
2461	PM

AM NOON PM

West Leg		
1616	0	2016

AM NOON PM

East Leg		
1450	0	1787

AM NOON PM

South Leg	
AM	2436
NOON	0
PM	2384

ITM Peak Hour Summary

Prepared by:

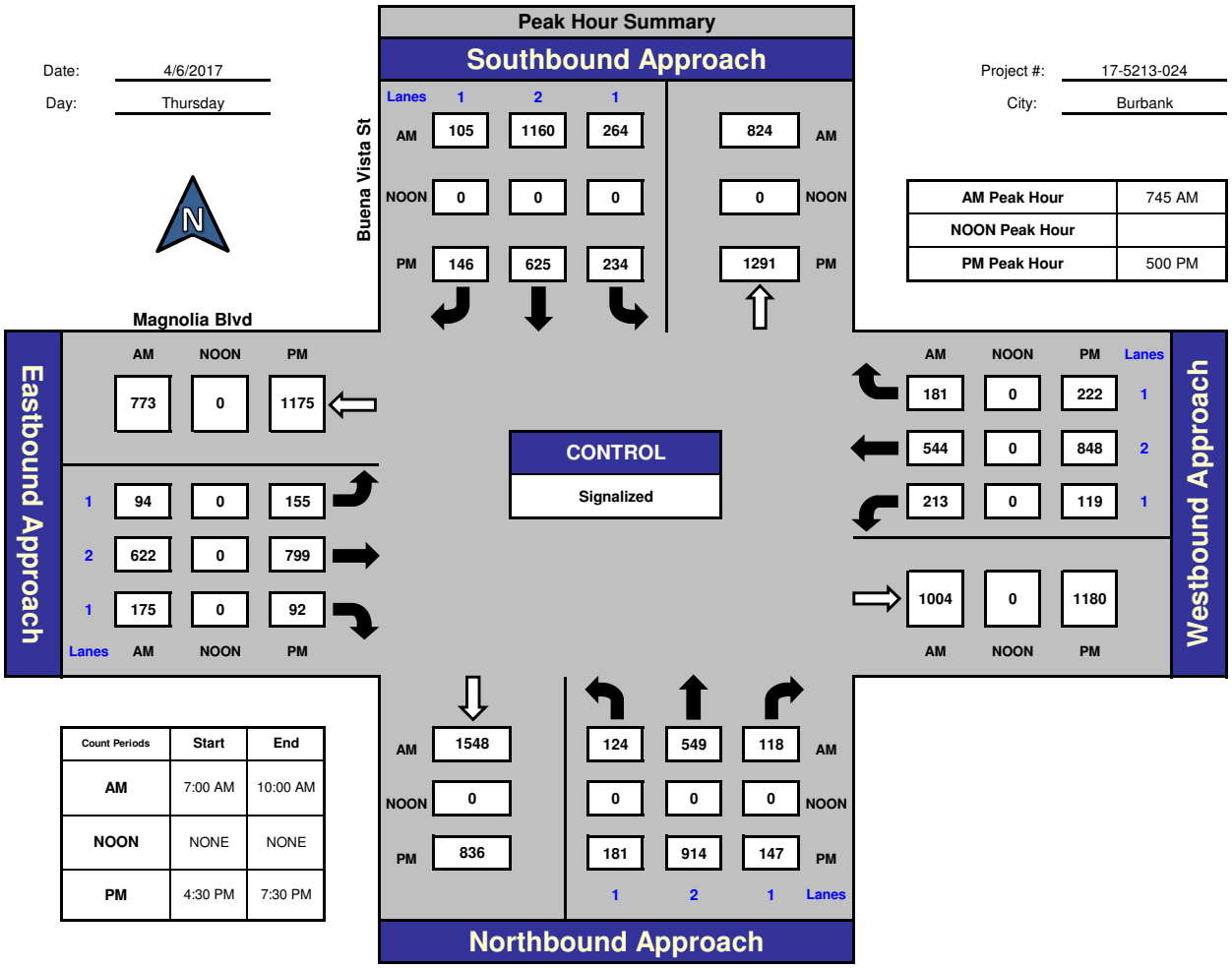
National Data & Surveying Services

Buena Vista St and Magnolia Blvd , Burbank

Date: 4/6/2017
Day: Thursday

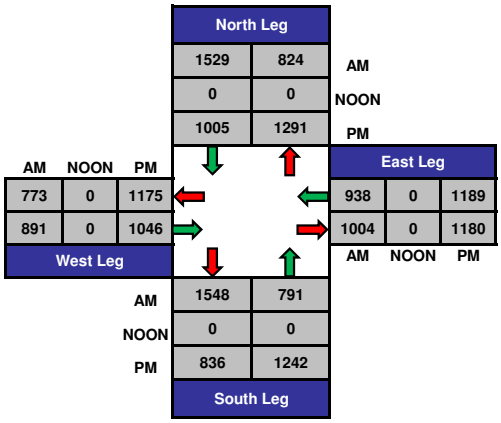
Project #: 17-5213-024
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

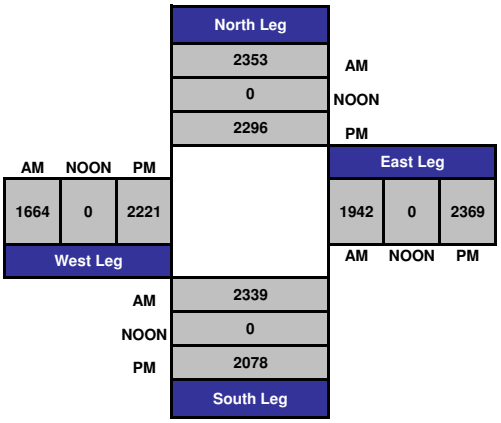


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

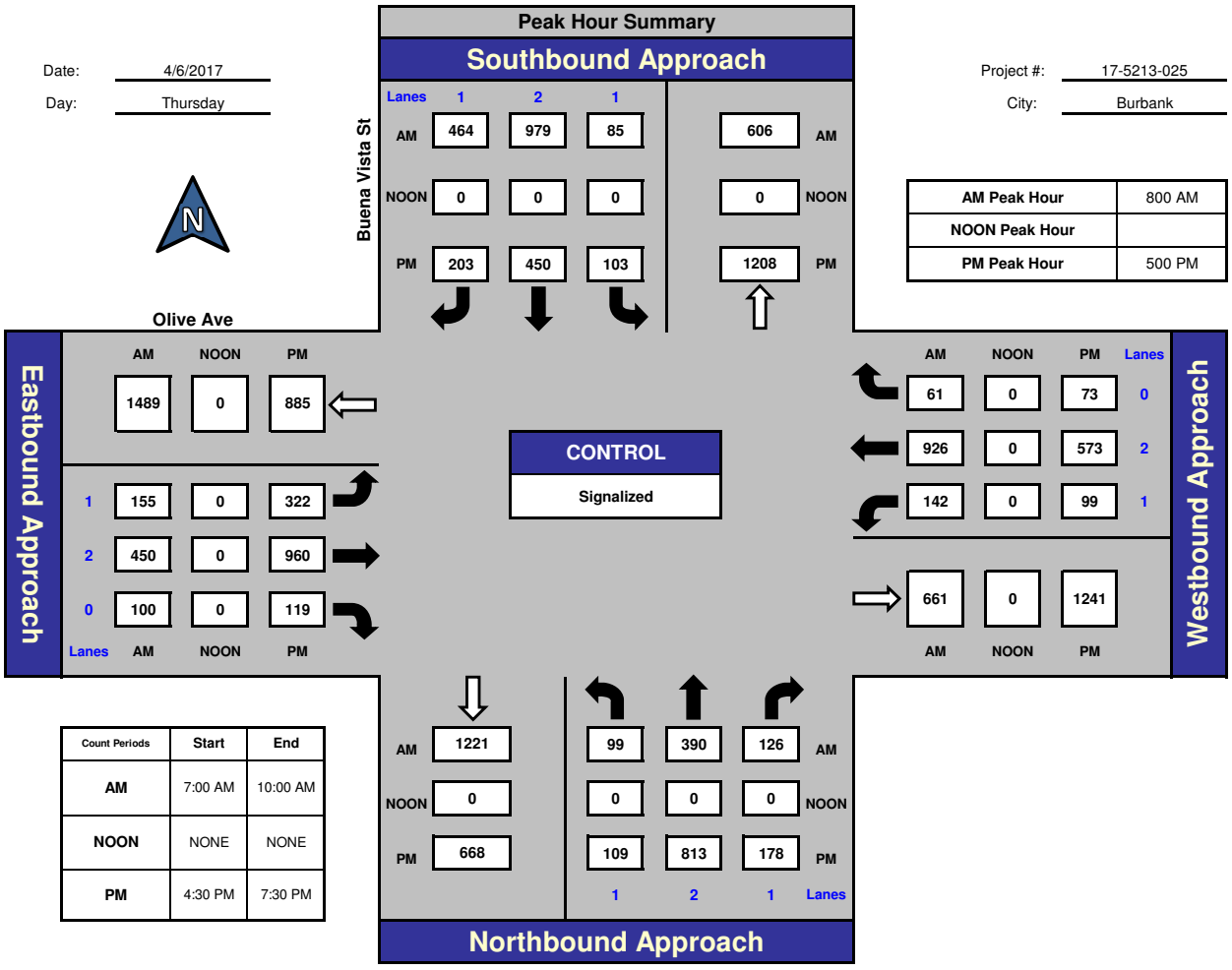
National Data & Surveying Services

Buena Vista St and Olive Ave , Burbank

Date: 4/6/2017
Day: Thursday

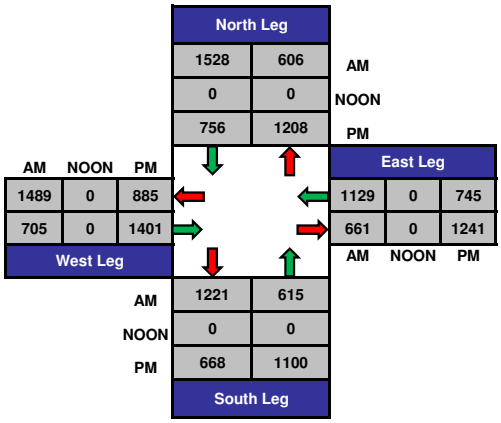
Project #: 17-5213-025
City: Burbank

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

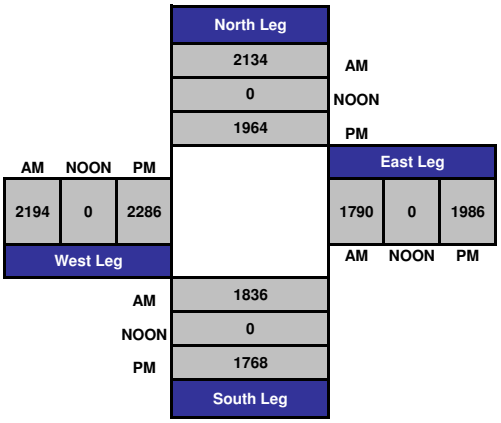


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

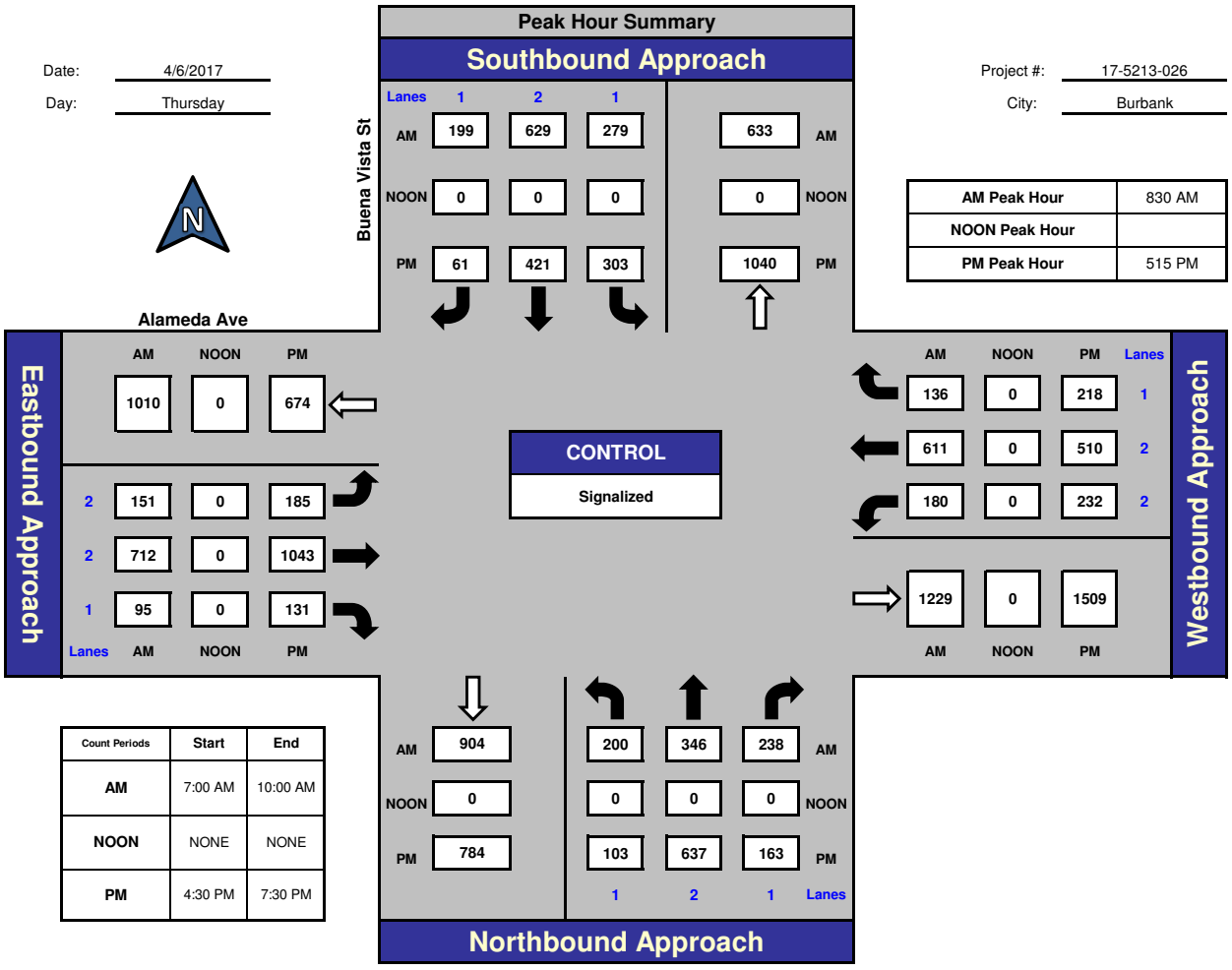
National Data & Surveying Services

Buena Vista St and Alameda Ave , Burbank

Date: 4/6/2017
Day: Thursday

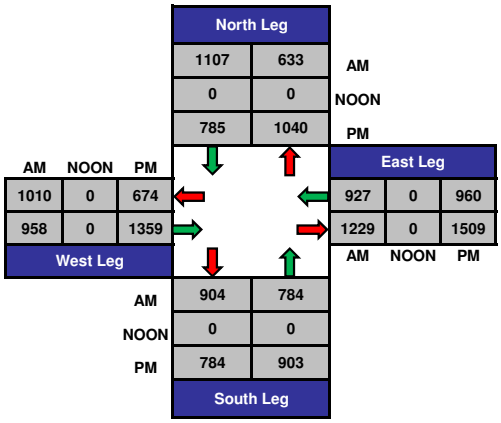
Project #: 17-5213-026
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	515 PM

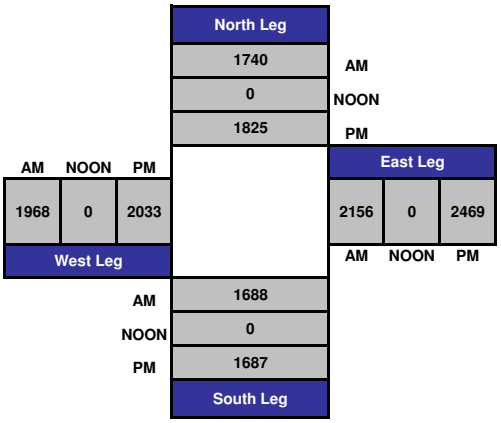


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

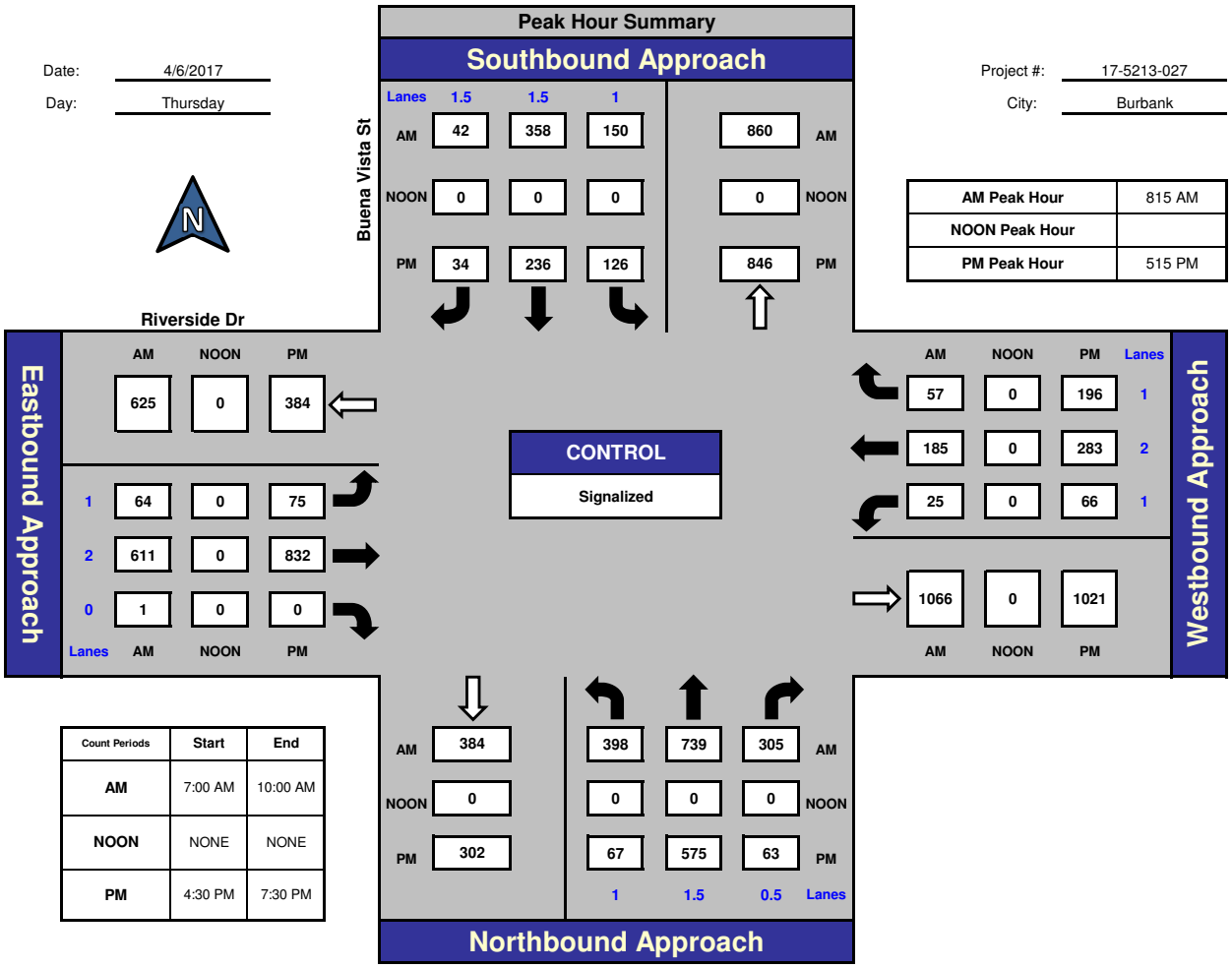
Prepared by:

National Data & Surveying Services

Buena Vista St and Riverside Dr , Burbank

Date: 4/6/2017
Day: Thursday

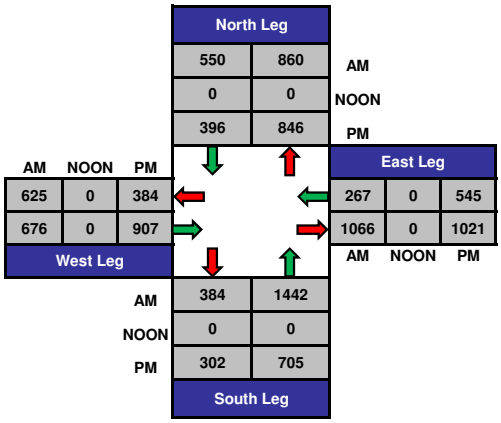
Project #: 17-5213-027
City: Burbank



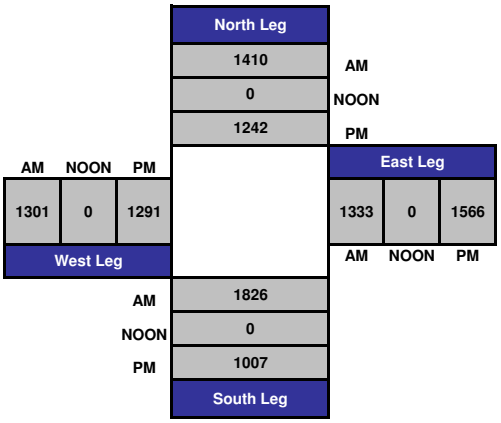
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

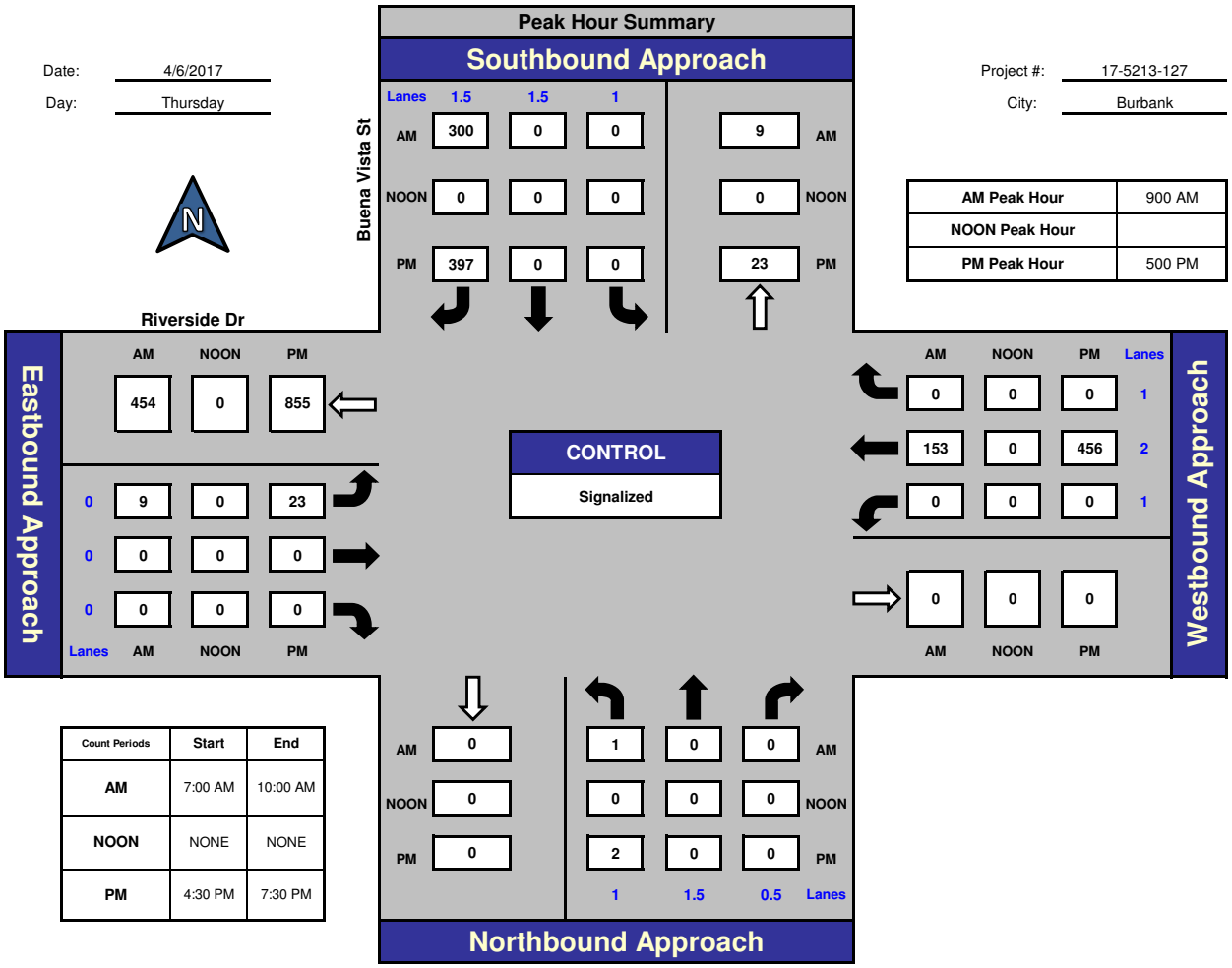
National Data & Surveying Services

Buena Vista St and Riverside Dr , Burbank

Date: 4/6/2017
Day: Thursday

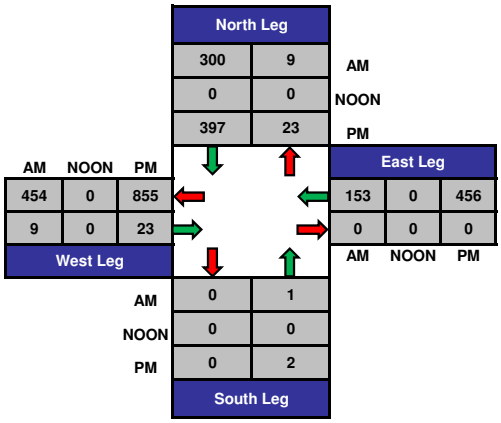
Project #: 17-5213-127
City: Burbank

AM Peak Hour	900 AM
NOON Peak Hour	
PM Peak Hour	500 PM

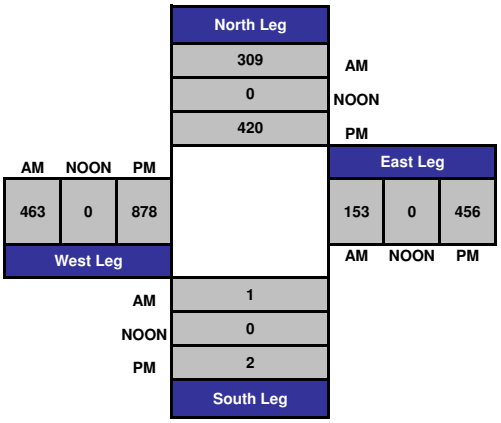


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

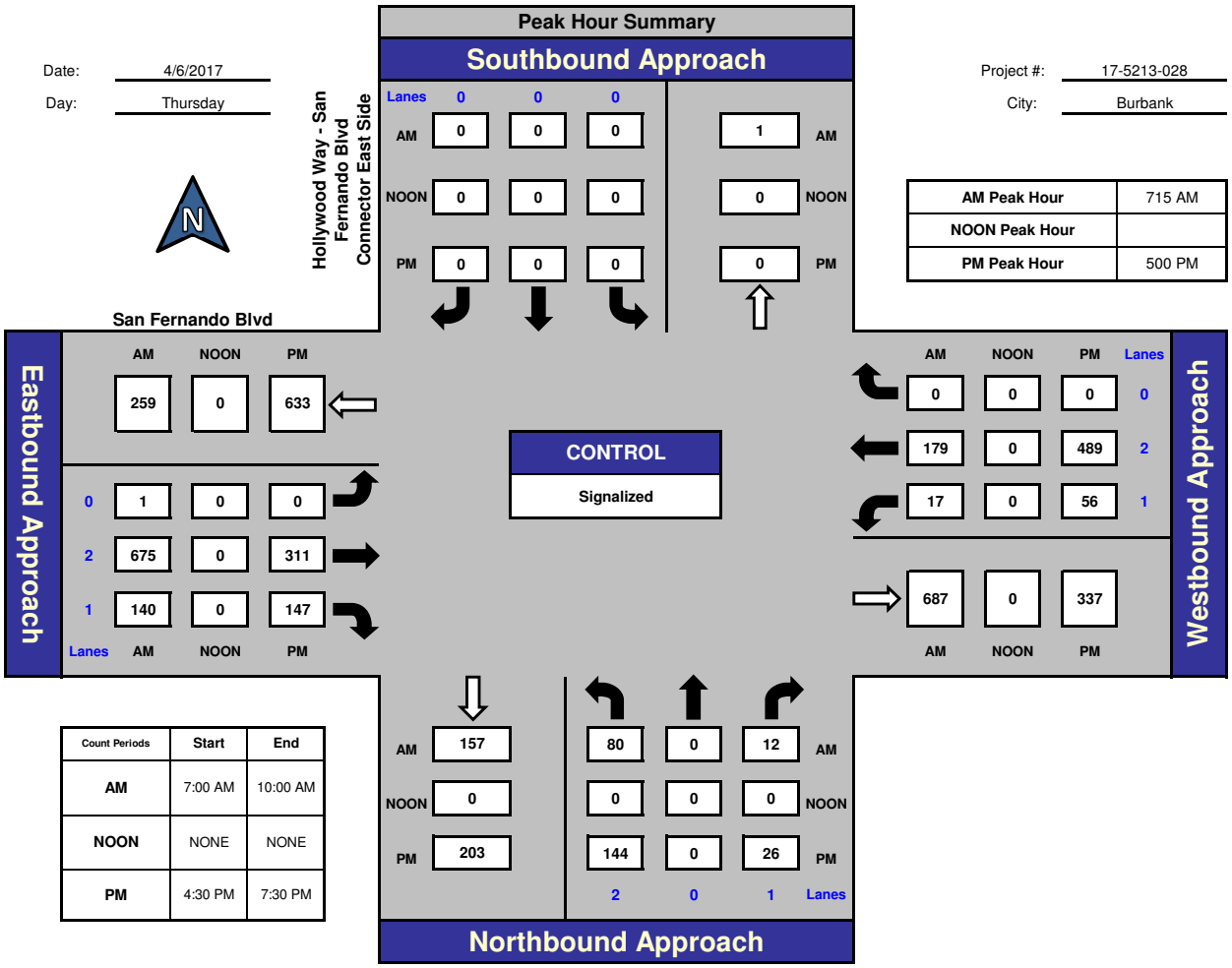
Hollywood Way - San Fernando Blvd Connector East Side and San Fernando Blvd , Burbank

Date: 4/6/2017

Day: Thursday

Project #: 17-5213-028

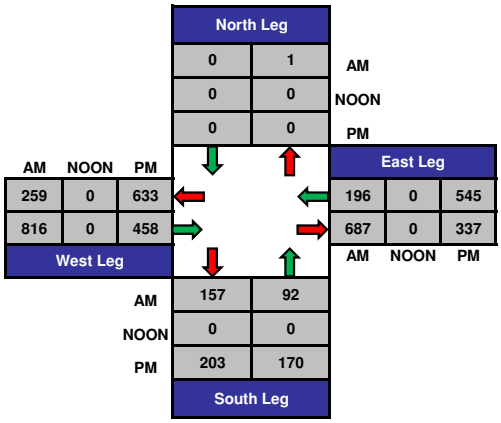
City: Burbank



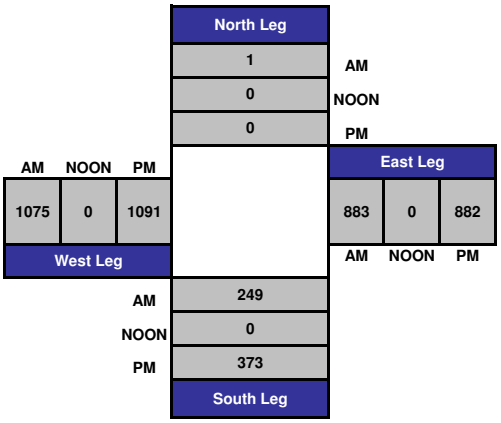
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

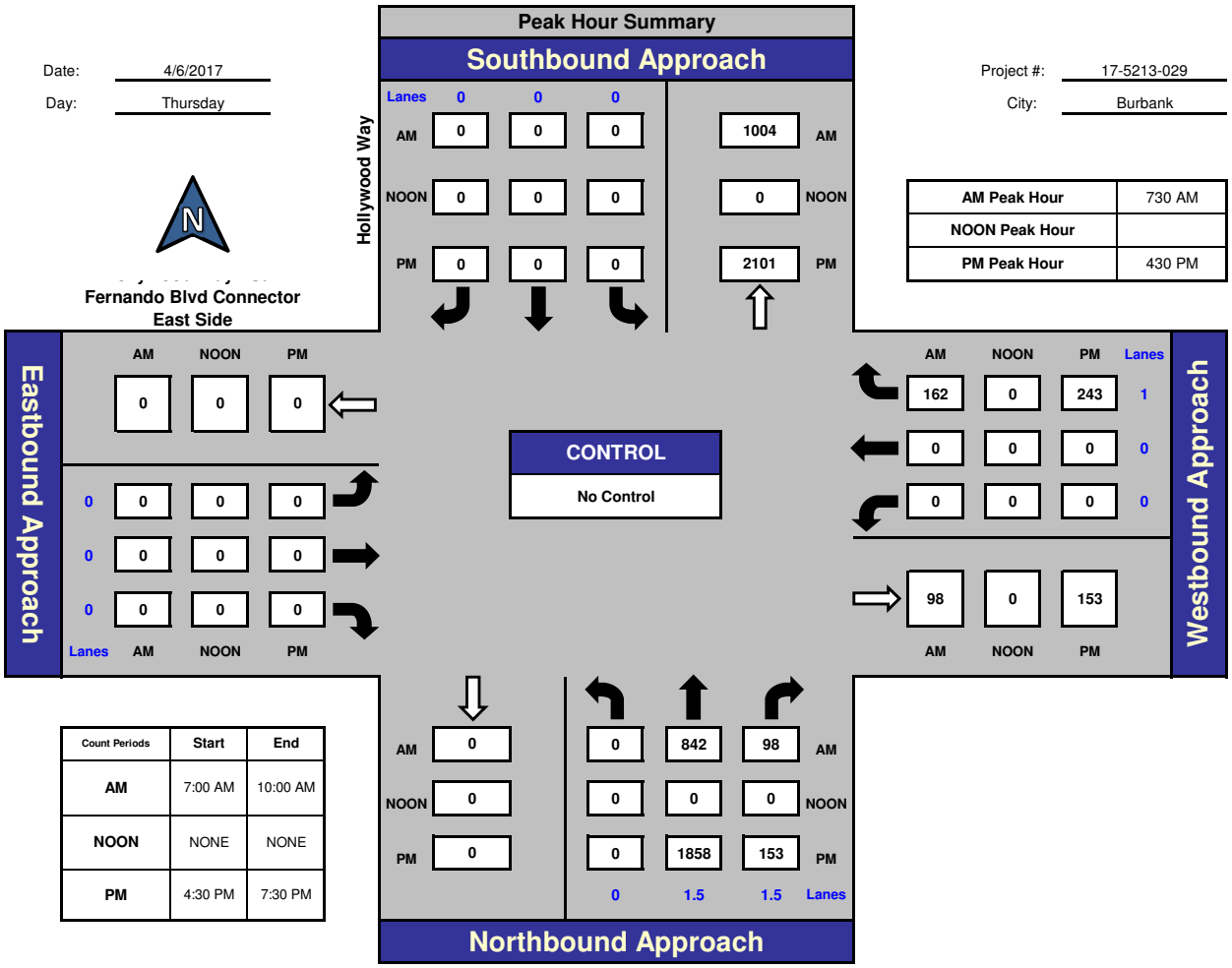
National Data & Surveying Services

Hollywood Way and Hollywood Way - San Fernando Blvd Connector East Side , Burbank

Date: 4/6/2017
Day: Thursday

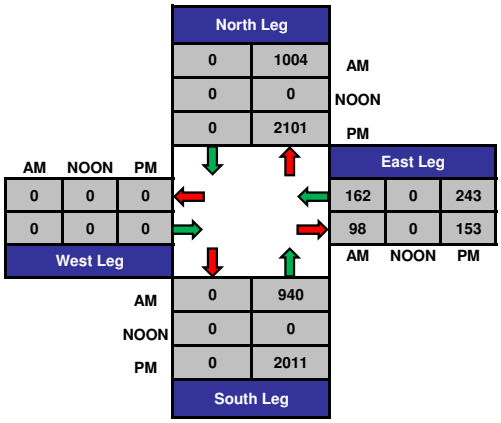
Project #: 17-5213-029
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

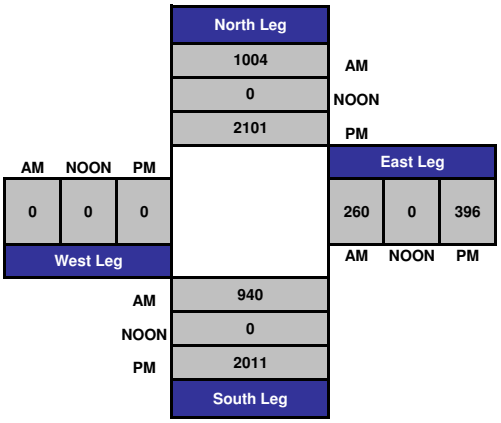


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

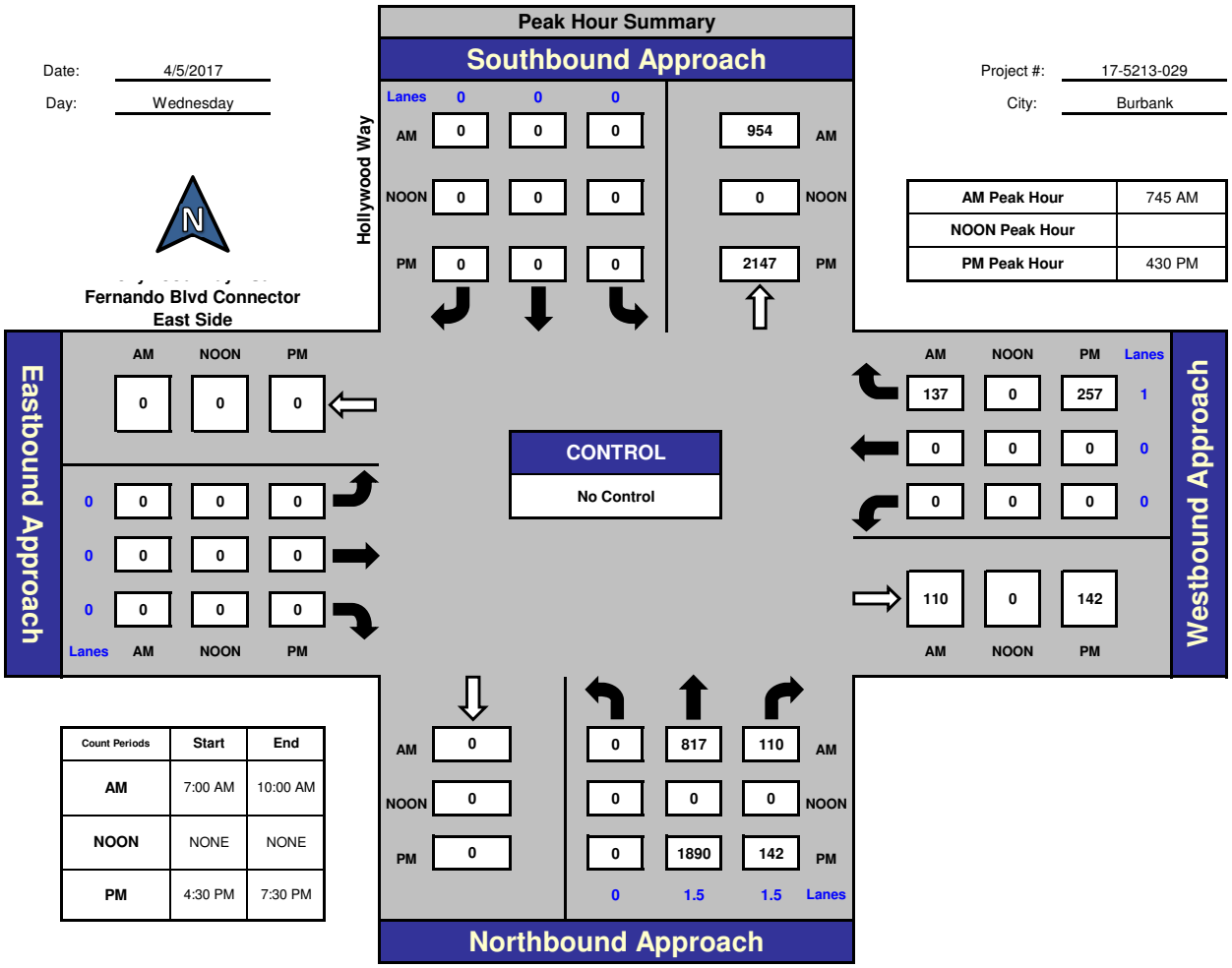
National Data & Surveying Services

Hollywood Way and Hollywood Way - San Fernando Blvd Connector East Side , Burbank

Date: 4/5/2017
Day: Wednesday

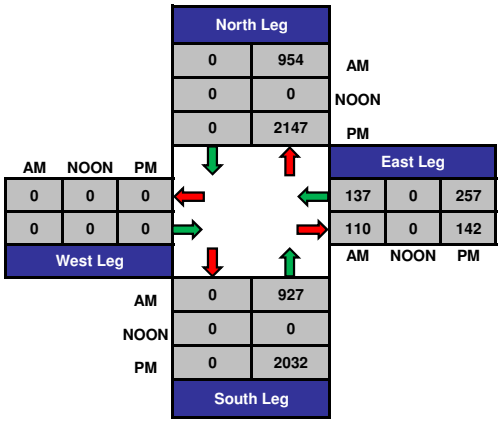
Project #: 17-5213-029
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

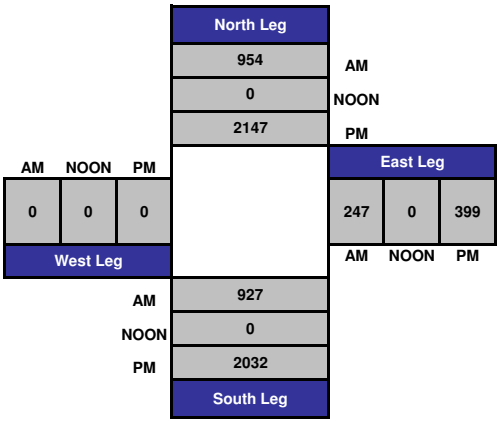


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

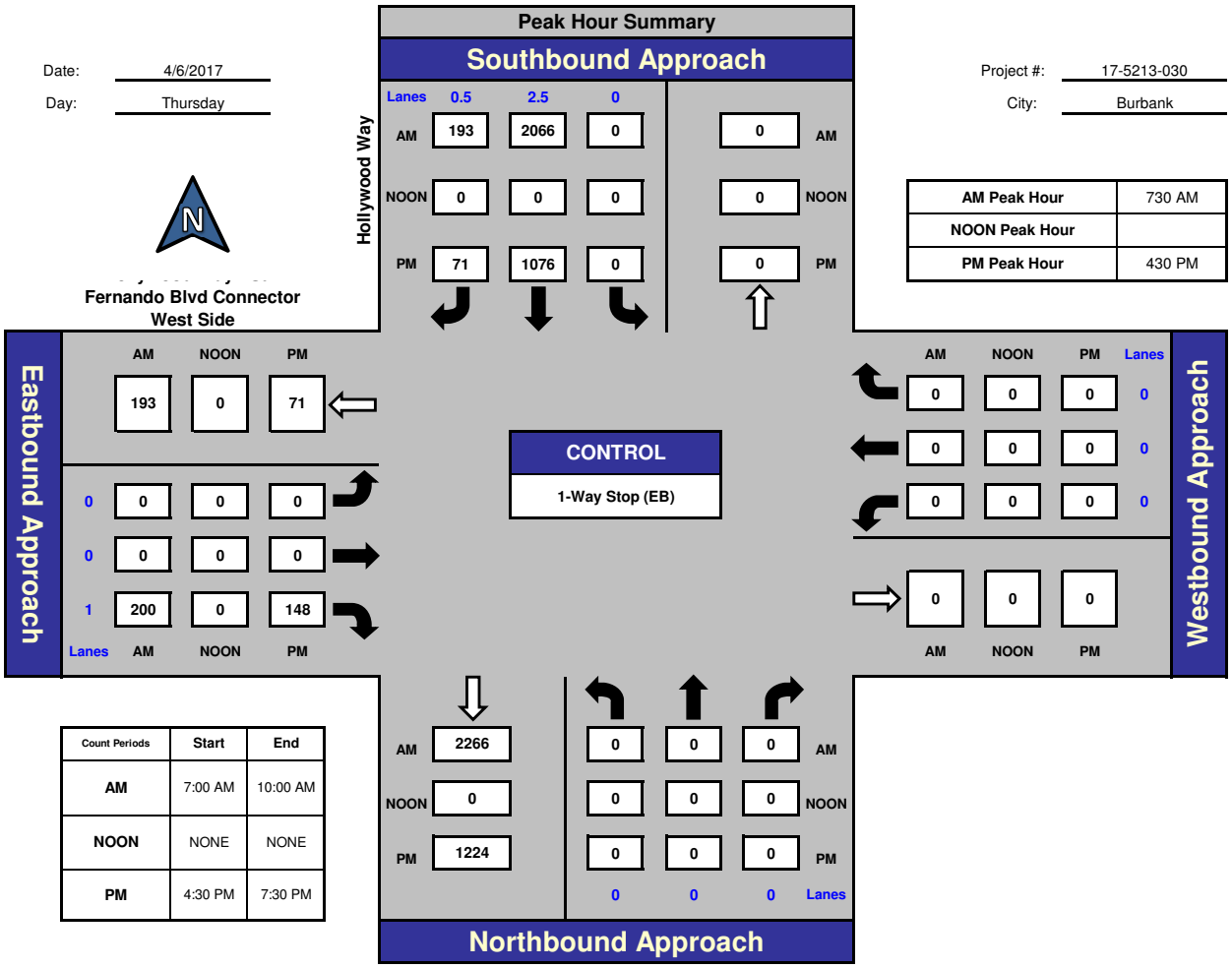
National Data & Surveying Services

Hollywood Way and Hollywood Way - San Fernando Blvd Connector West Side , Burbank

Date: 4/6/2017
Day: Thursday

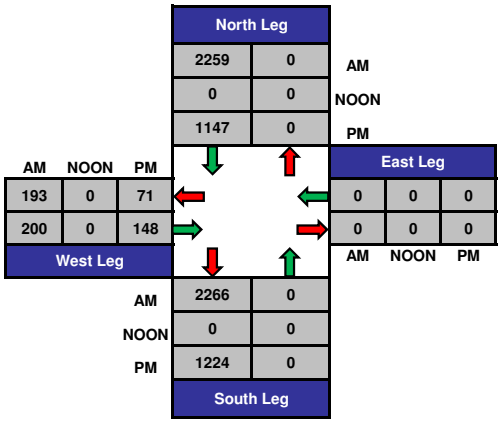
Project #: 17-5213-030
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

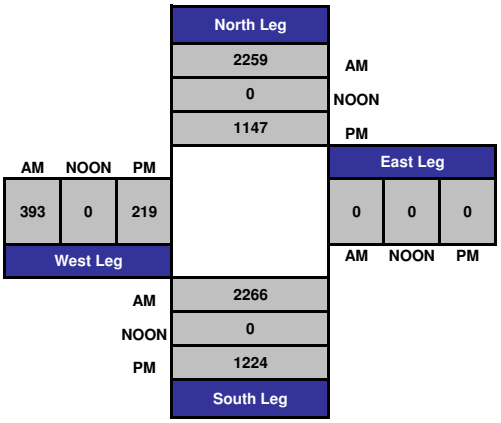


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

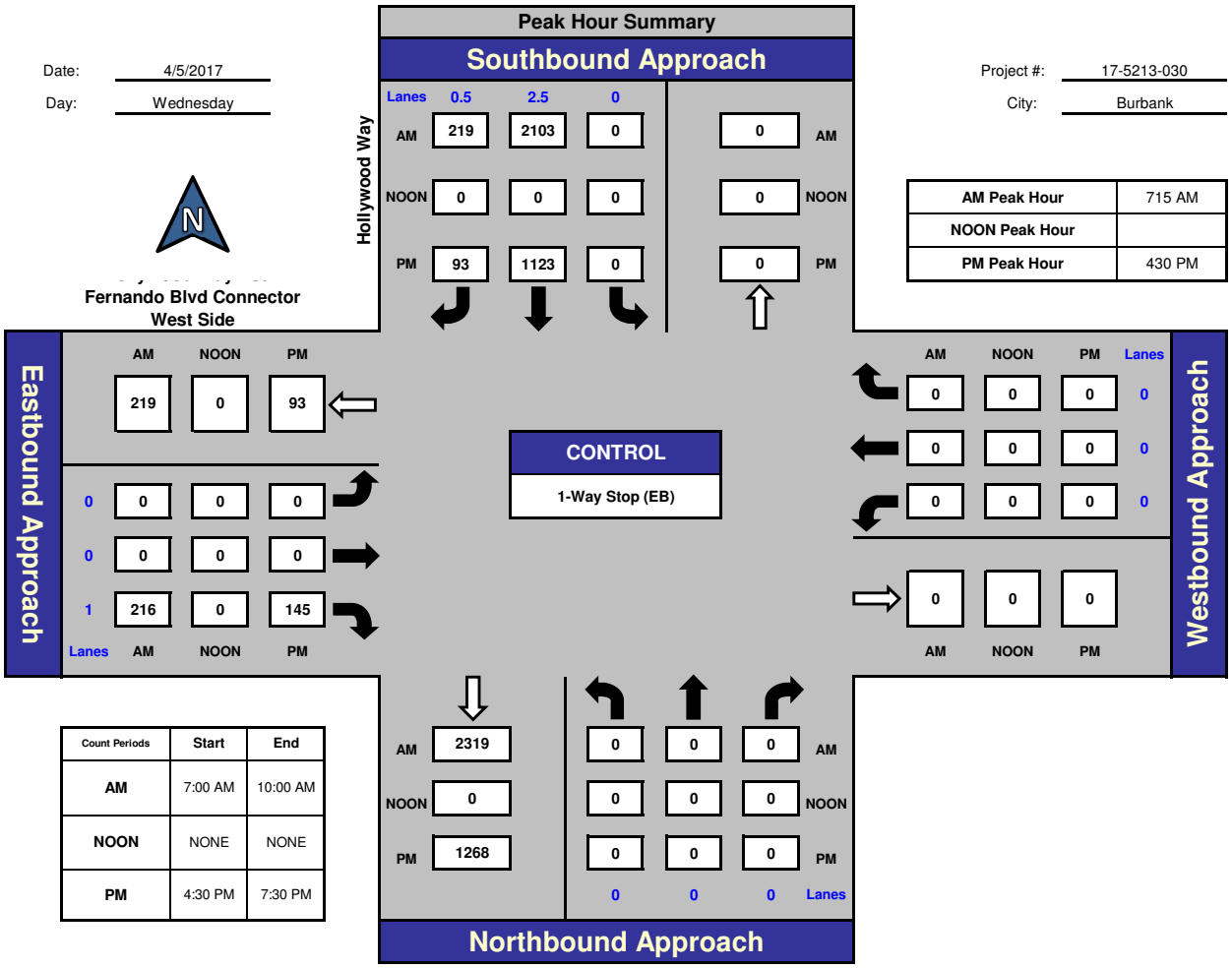
National Data & Surveying Services

Hollywood Way and Hollywood Way - San Fernando Blvd Connector West Side , Burbank

Date: 4/5/2017
Day: Wednesday

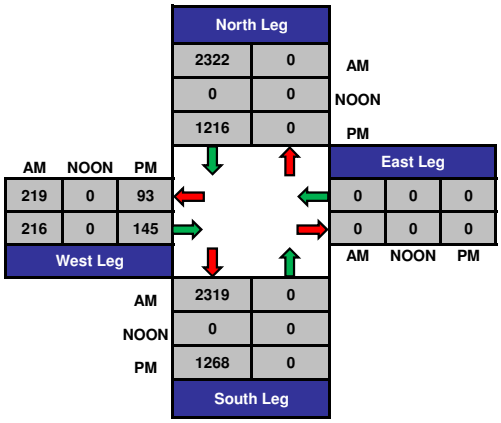
Project #: 17-5213-030
City: Burbank

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

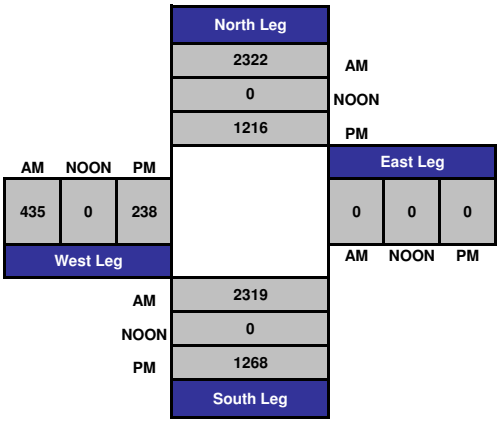


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

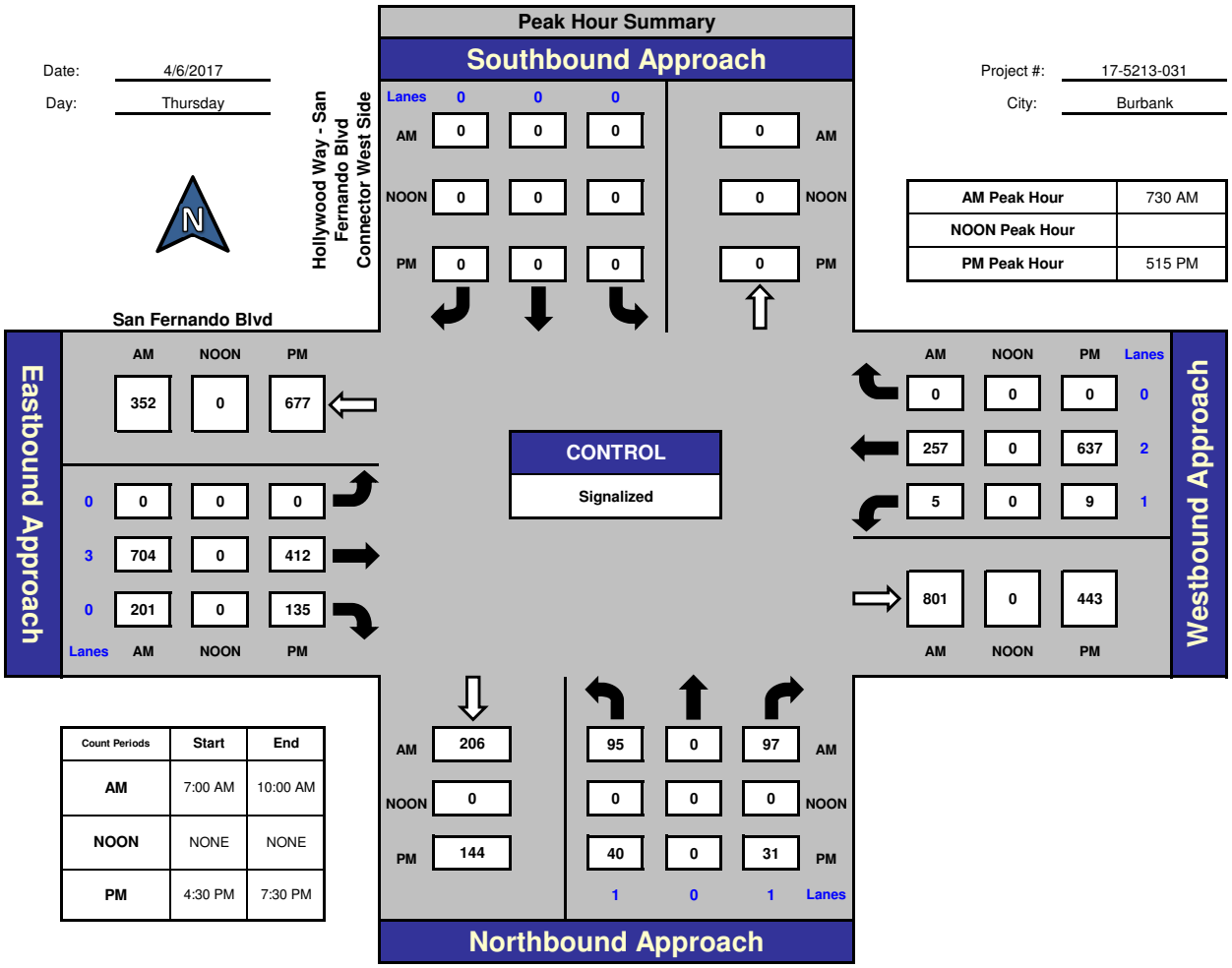
Prepared by:

National Data & Surveying Services

Hollywood Way - San Fernando Blvd Connector West Side and San Fernando Blvd , Burbank

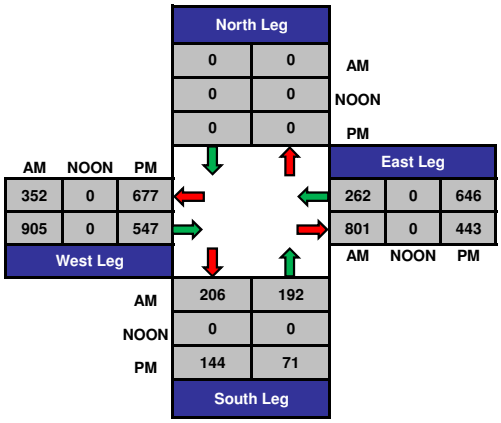
Date: 4/6/2017
Day: Thursday
Project #: 17-5213-031
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

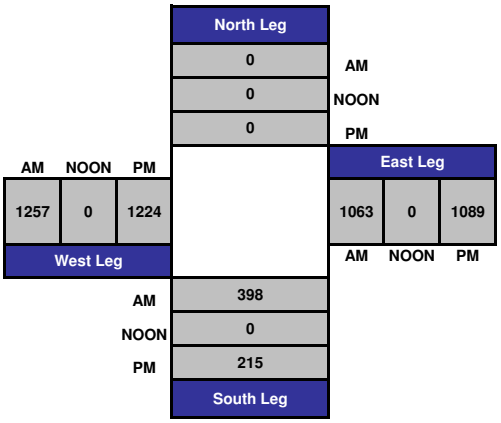


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

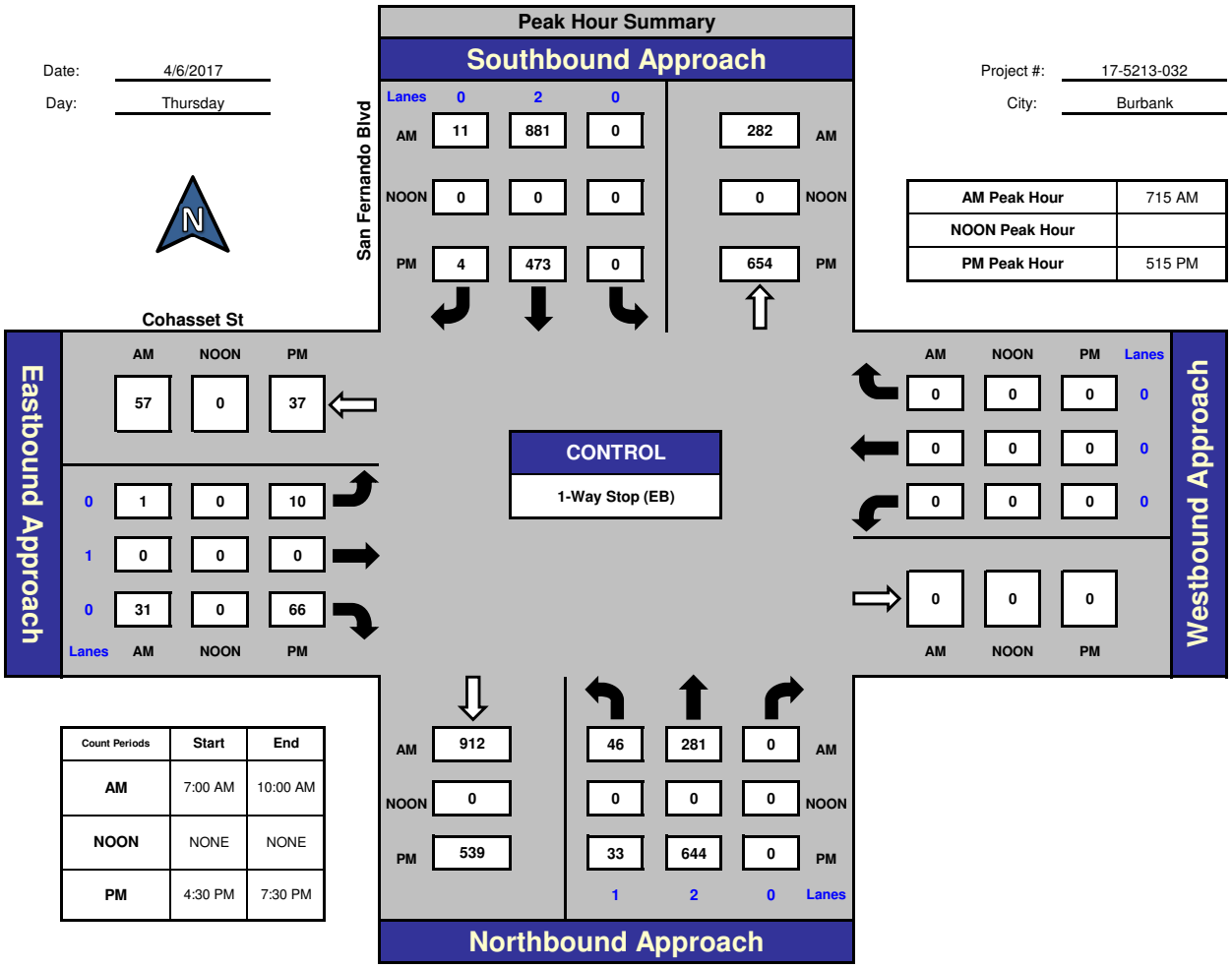
National Data & Surveying Services

San Fernando Blvd and Cohasset St , Burbank

Date: 4/6/2017
Day: Thursday

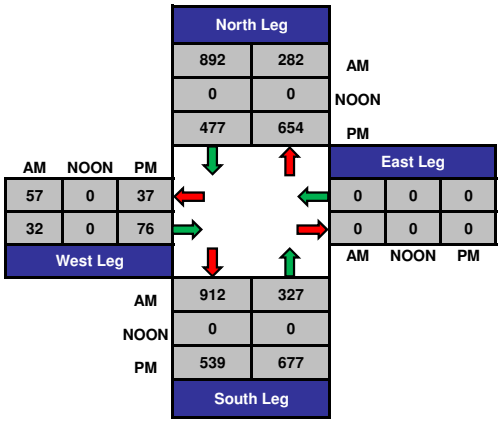
Project #: 17-5213-032
City: Burbank

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	515 PM

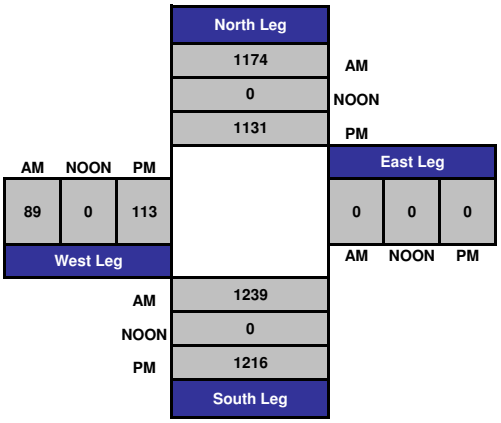


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

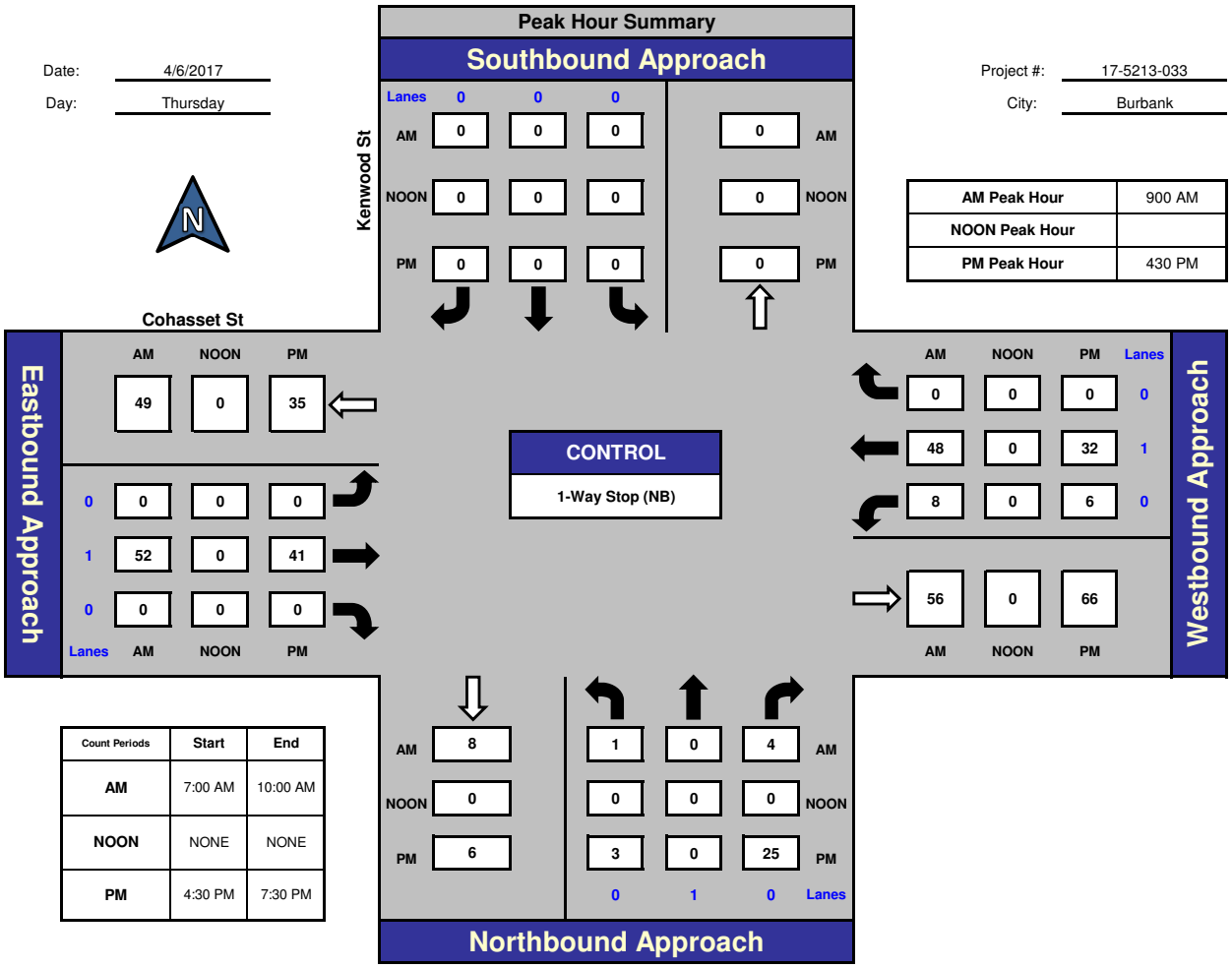
National Data & Surveying Services

Kenwood St and Cohasset St , Burbank

Date: 4/6/2017
Day: Thursday

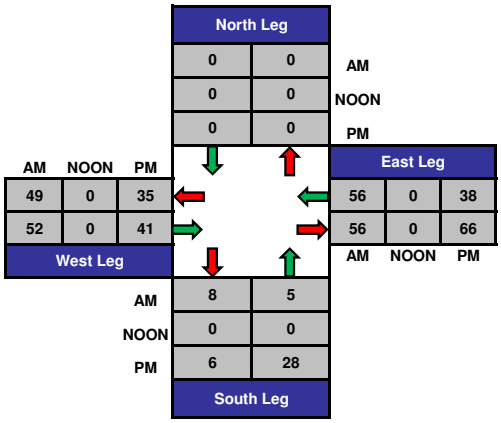
Project #: 17-5213-033
City: Burbank

AM Peak Hour	900 AM
NOON Peak Hour	
PM Peak Hour	430 PM

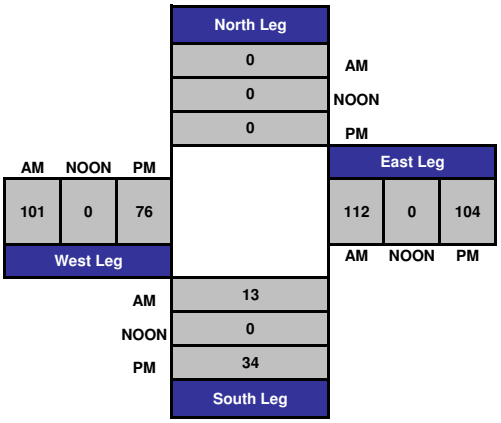


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Kenwood St and Cohasset St , Burbank

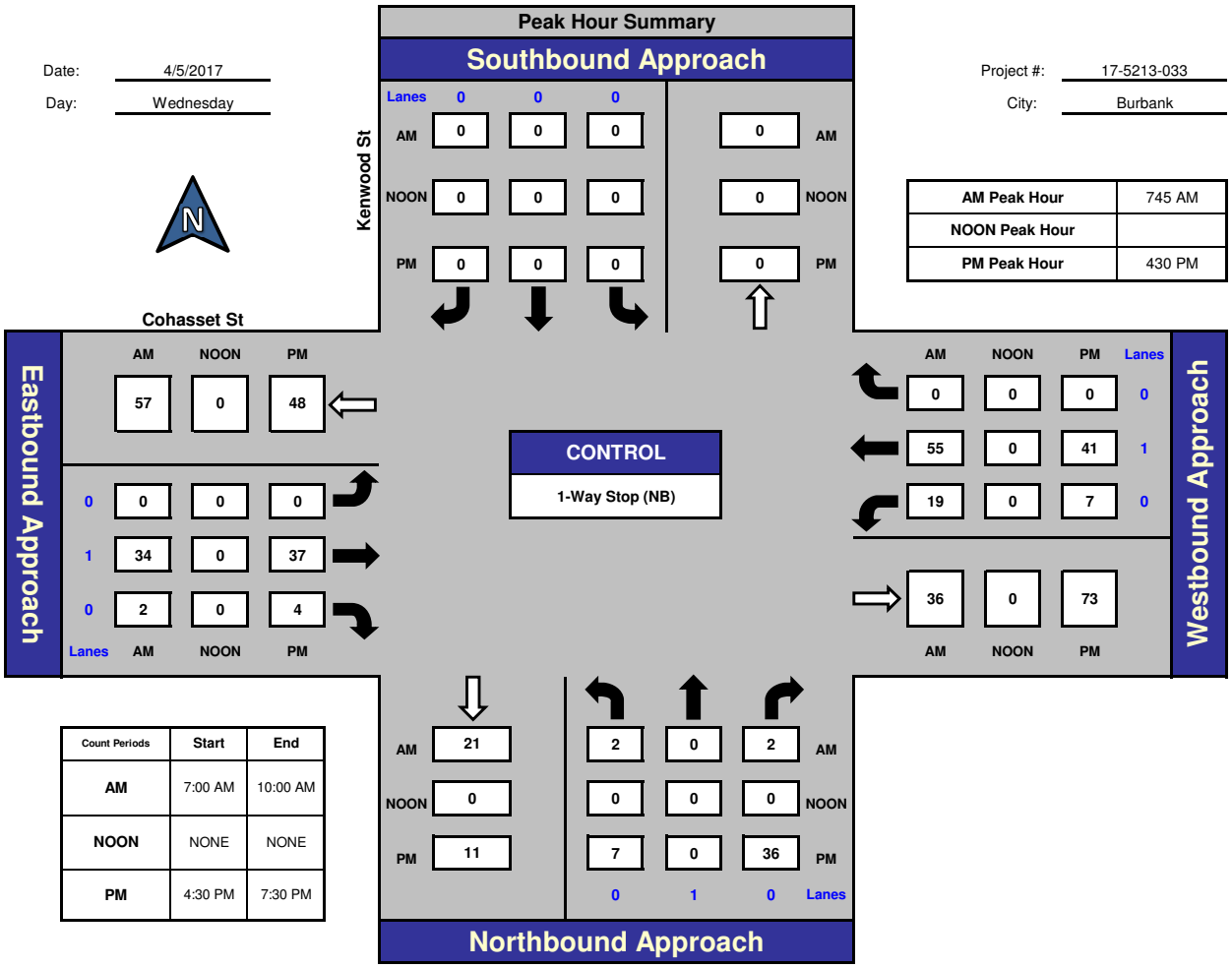
Date: 4/5/2017

Day: Wednesday

Project #: 17-5213-033

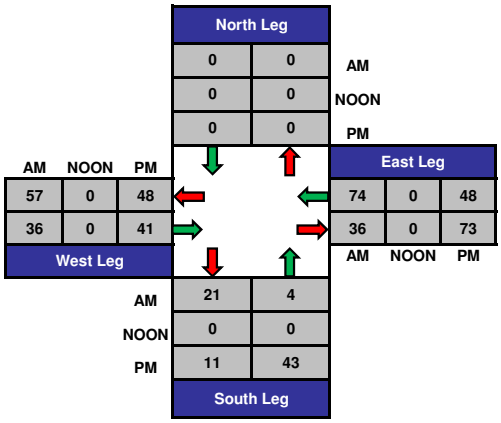
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

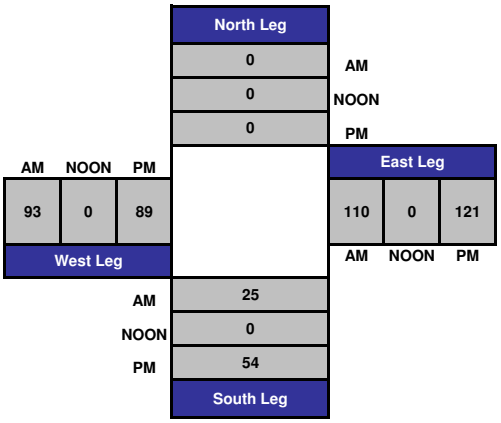


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

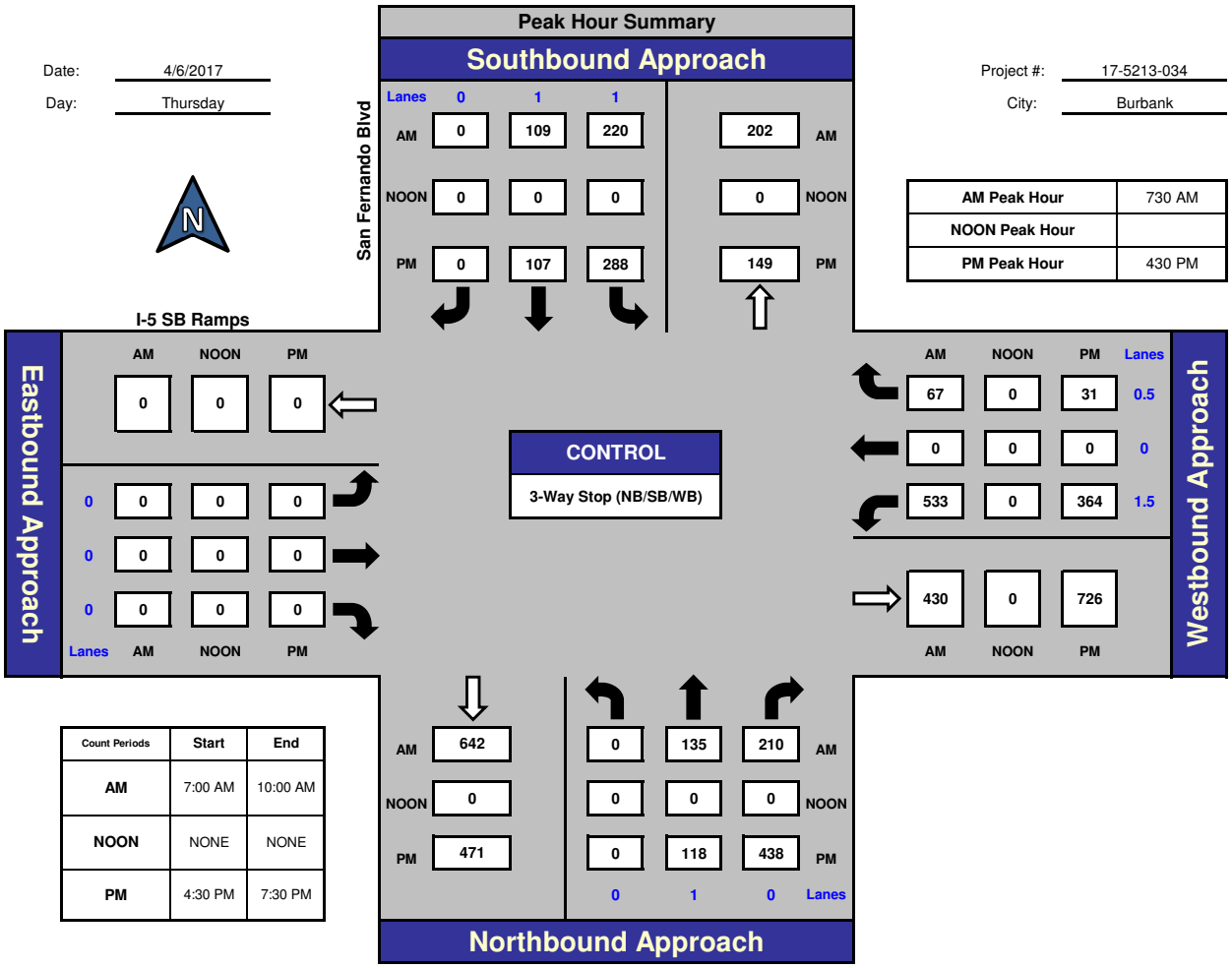
National Data & Surveying Services

San Fernando Blvd and I-5 SB Ramps , Burbank

Date: 4/6/2017
Day: Thursday

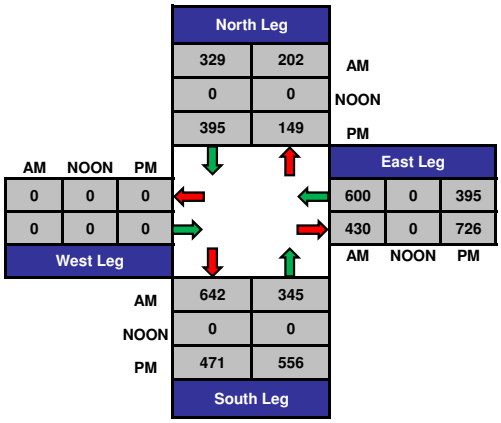
Project #: 17-5213-034
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

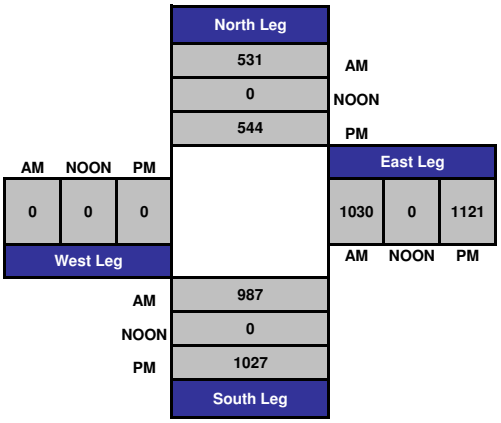


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

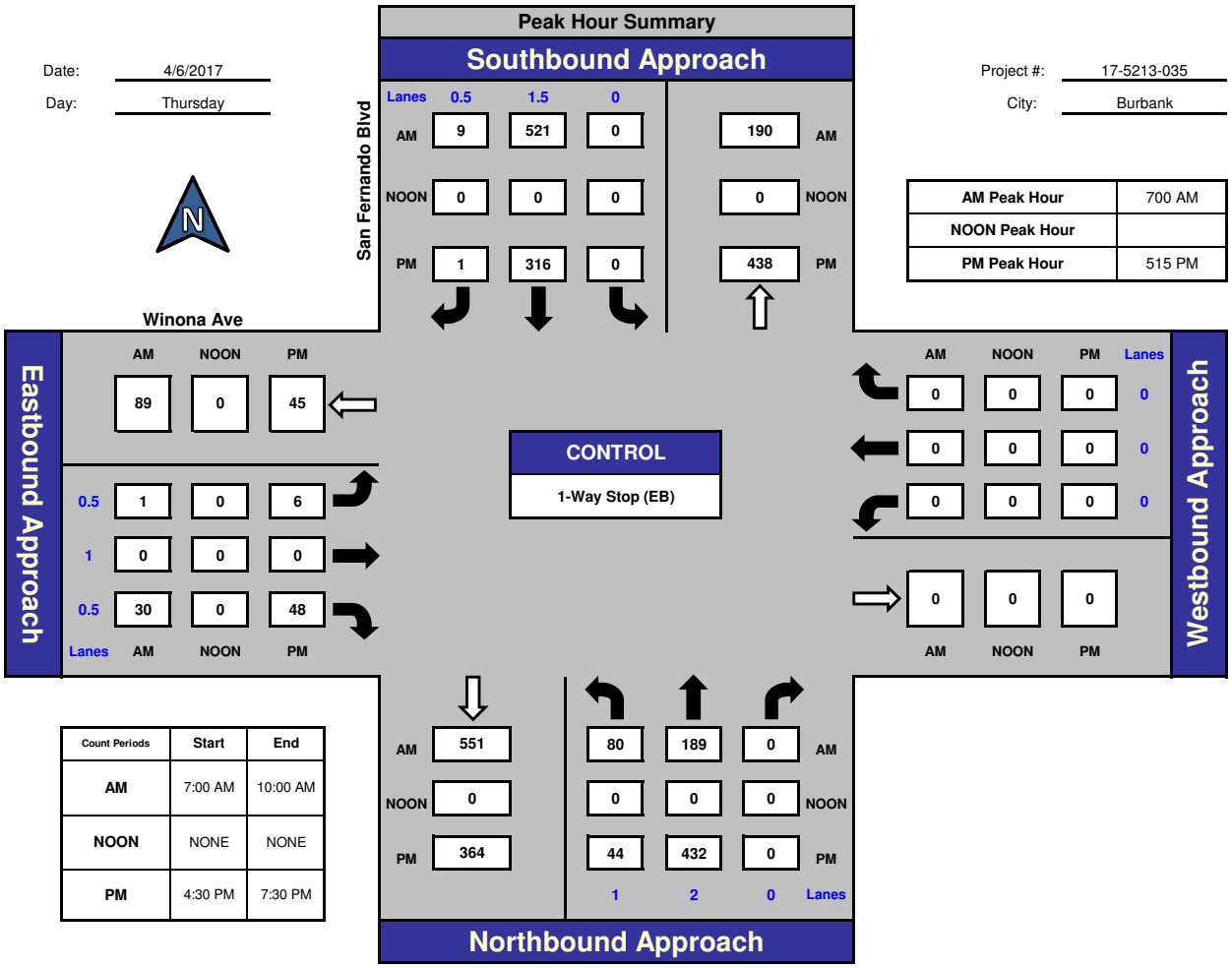
National Data & Surveying Services

San Fernando Blvd and Winona Ave , Burbank

Date: 4/6/2017
Day: Thursday

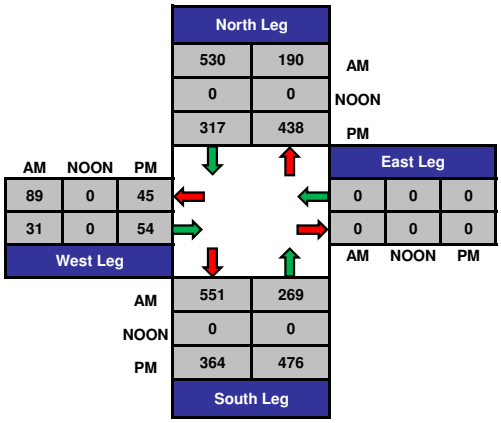
Project #: 17-5213-035
City: Burbank

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	515 PM

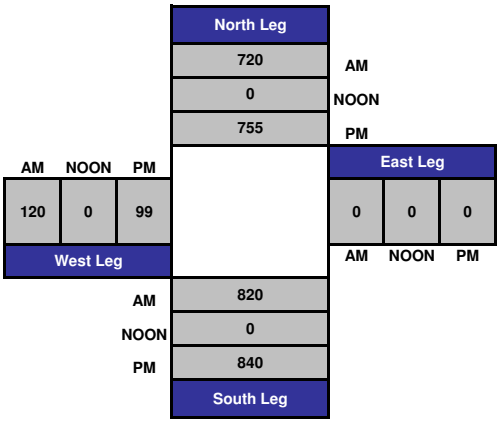


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

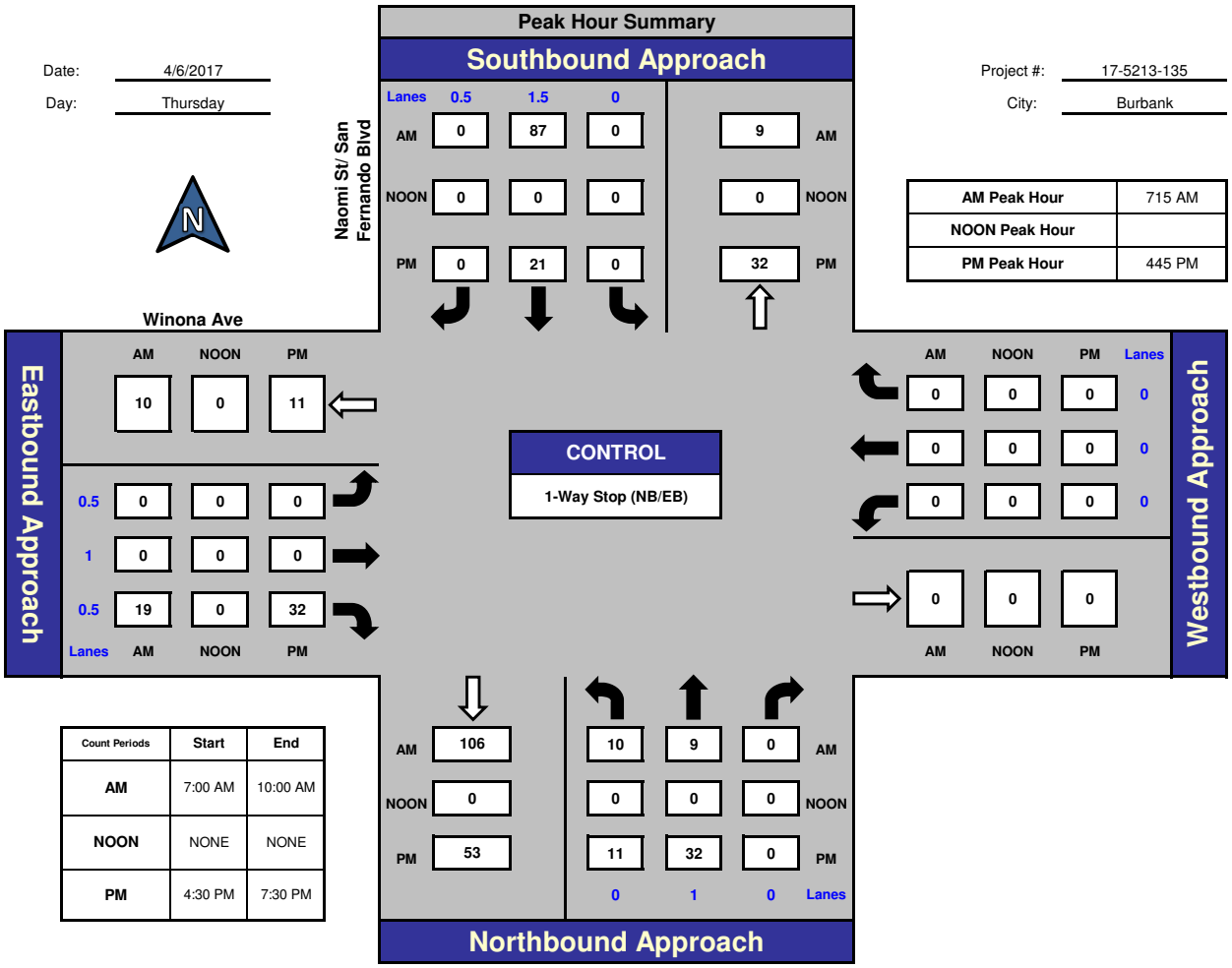
Prepared by:

National Data & Surveying Services

Naomi St/ San Fernando Blvd and Winona Ave , Burbank

Date: 4/6/2017
Day: Thursday

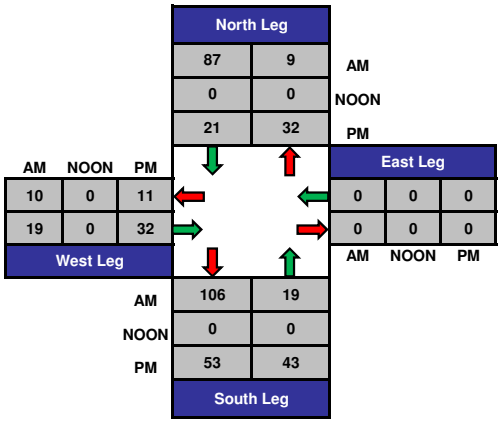
Project #: 17-5213-135
City: Burbank



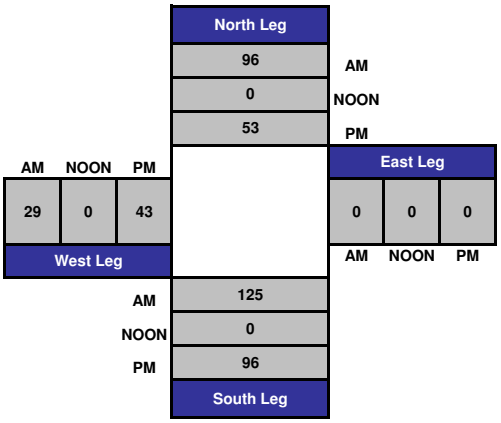
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

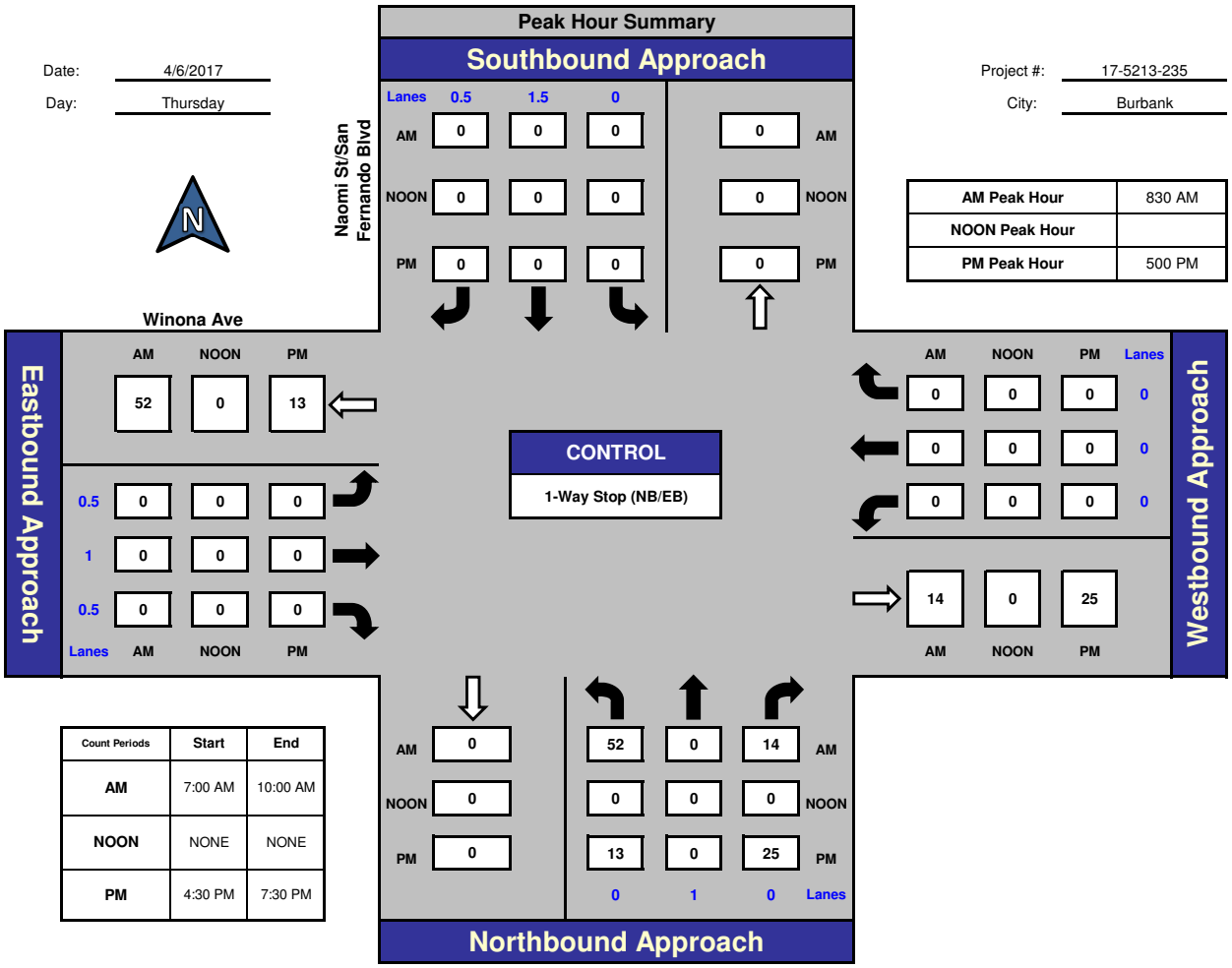
National Data & Surveying Services

Naomi St/San Fernando Blvd and Winona Ave , Burbank

Date: 4/6/2017
Day: Thursday

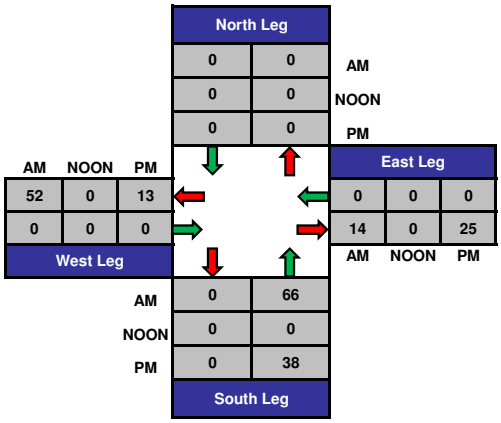
Project #: 17-5213-235
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM

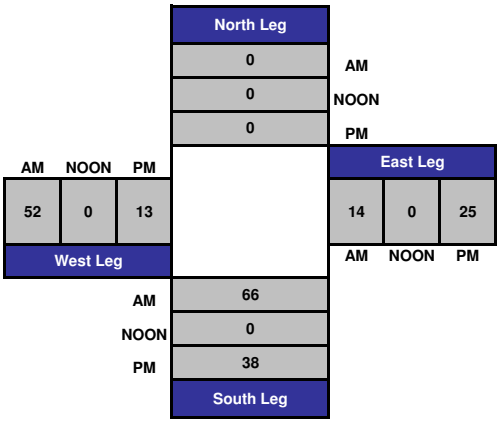


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Ontario St and Winona Ave , Burbank

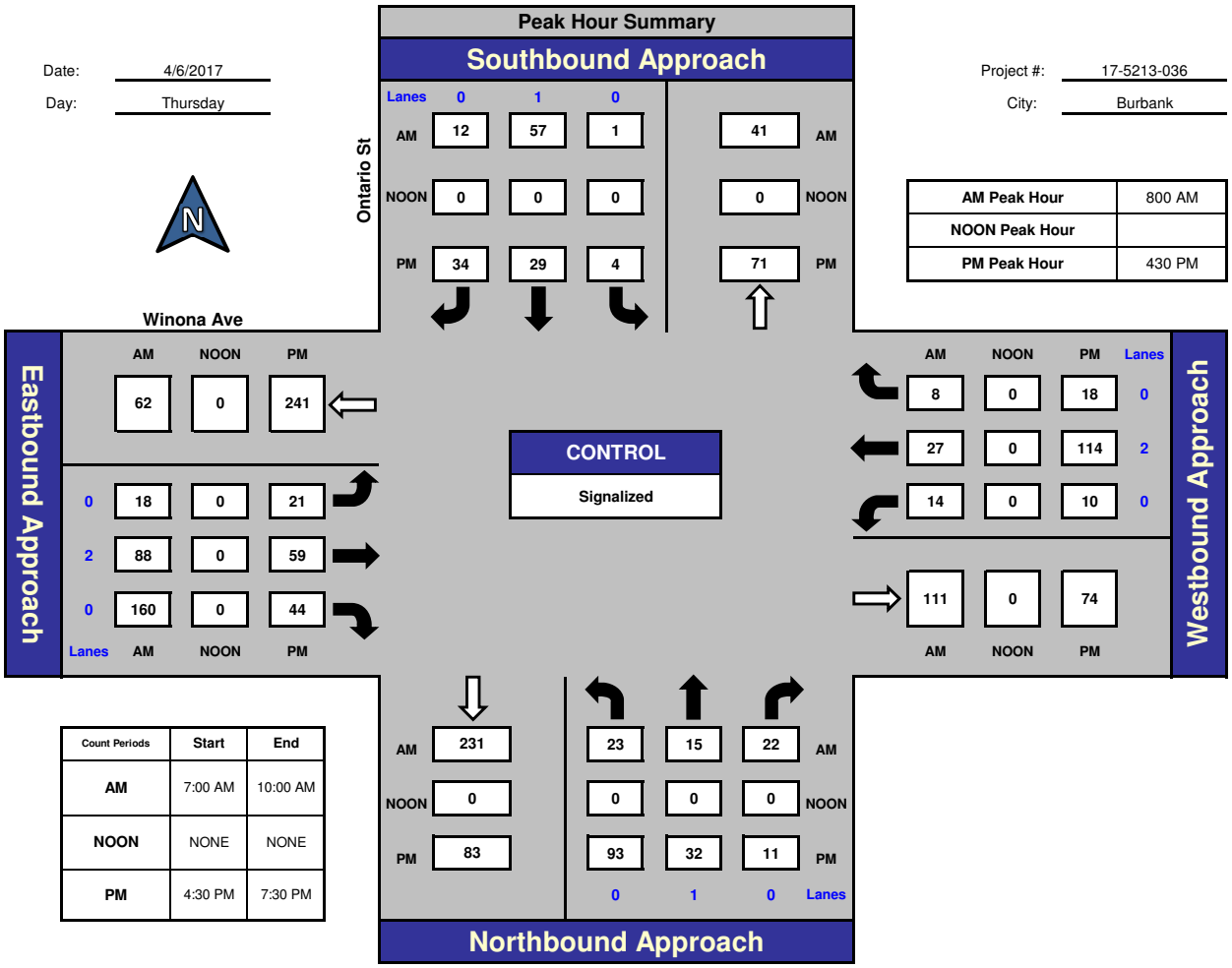
Date: 4/6/2017

Day: Thursday

Project #: 17-5213-036

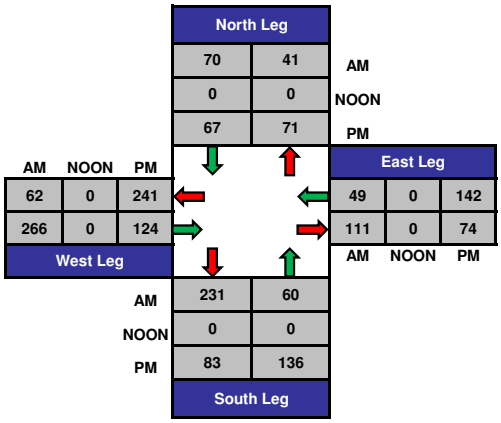
City: Burbank

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

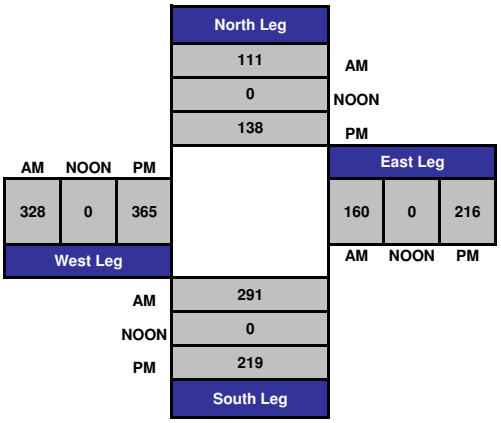


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Ontario St and Thornton Ave , Burbank

Date: 4/6/2017

Day: Thursday

Project #: 17-5213-037

City: Burbank

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Ontario St)

	Lanes: 0	1	0	
AM	17	178	43	76 AM
NOON	0	0	0	0 NOON
PM	32	56	34	166 PM

Eastbound Approach (Thornton Ave)

Lanes	AM	NOON	PM
	205	0	317
1	15	0	18
1	140	0	146
0	145	0	41

Westbound Approach

Lanes	AM	NOON	PM
0	19	0	24
1	152	0	186
1	140	0	30
	216	0	280

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Northbound Approach

				Lanes: 0	1	0
AM	463	36	42	33	AM	
NOON	0	0	0	0	NOON	
PM	127	99	124	100	PM	

Total Ins & Outs

	North Leg		
AM	238	76	AM
NOON	0	0	NOON
PM	122	166	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
205	0	317	311	0	240
300	0	205	216	0	280

	South Leg	
AM	463	111
NOON	0	0
PM	127	323

Total Volume Per Leg

	North Leg	
AM	314	AM
NOON	0	NOON
PM	288	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
505	0	522	527	0	520

	South Leg	
AM	574	
NOON	0	
PM	450	

ITM Peak Hour Summary

Prepared by:

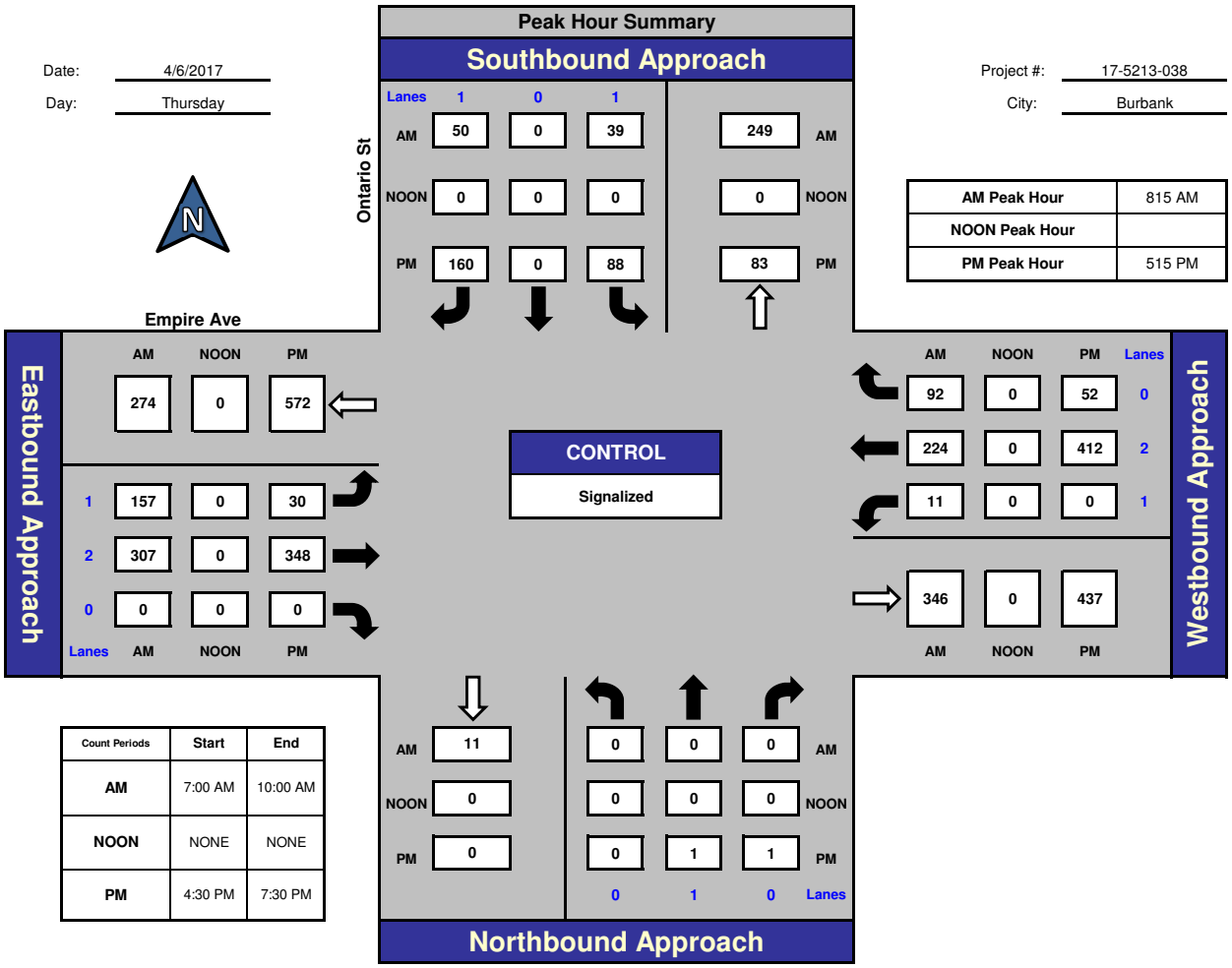
National Data & Surveying Services

Ontario St and Empire Ave , Burbank

Date: 4/6/2017
Day: Thursday

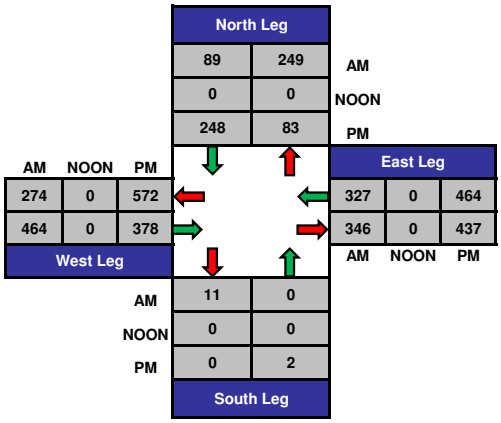
Project #: 17-5213-038
City: Burbank

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	515 PM

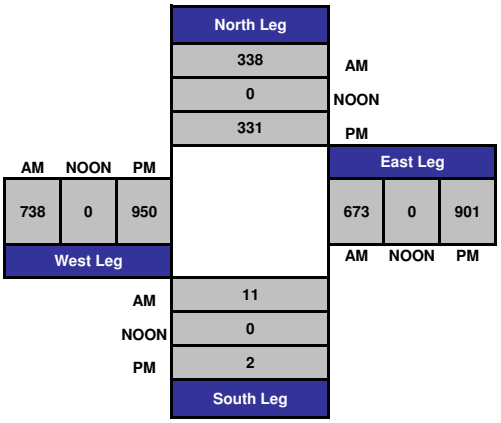


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

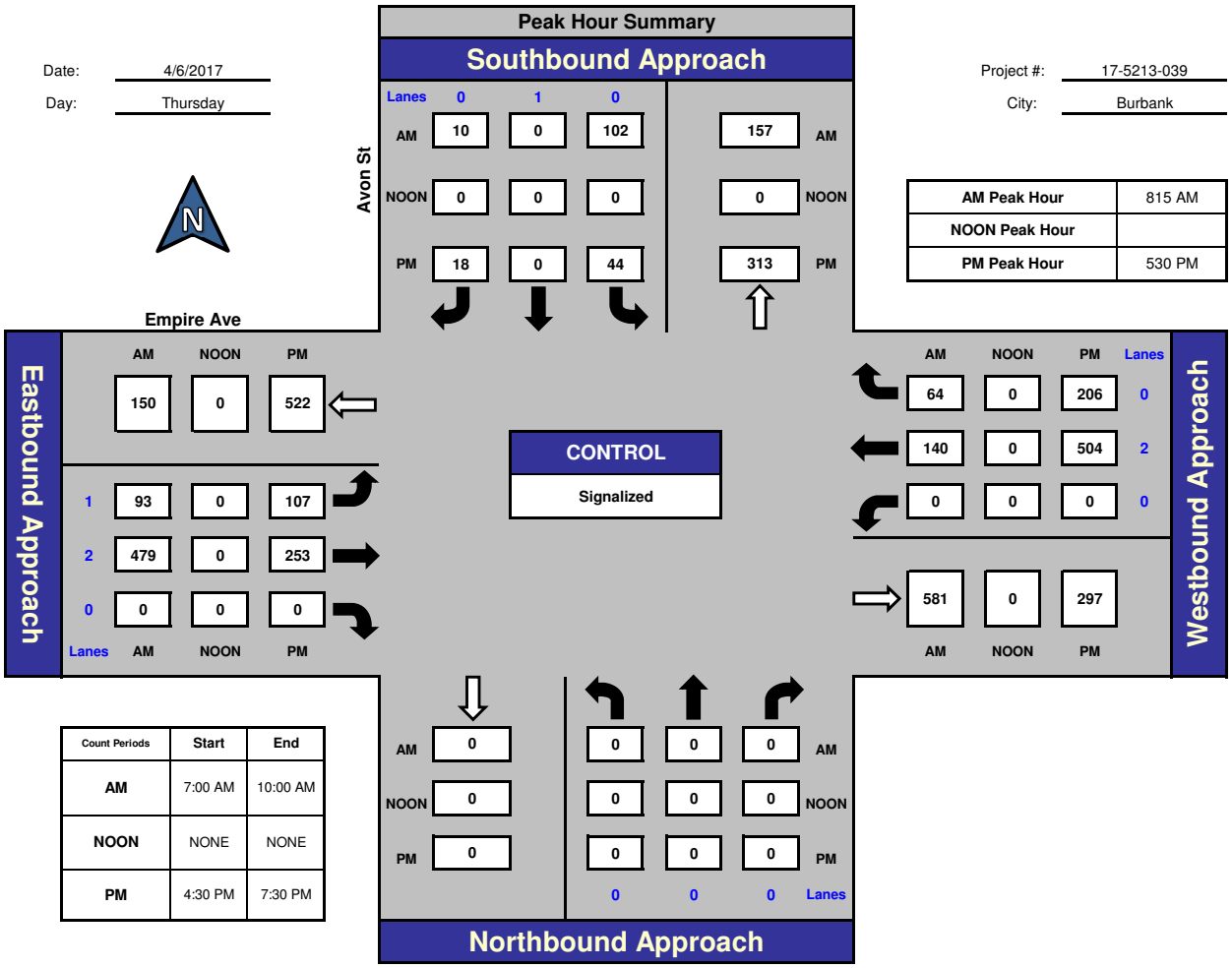
Prepared by:

National Data & Surveying Services

Avon St and Empire Ave , Burbank

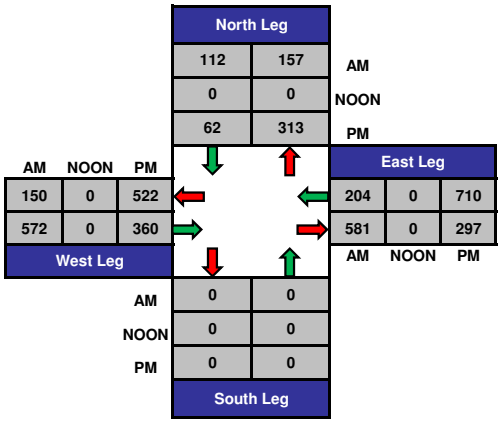
Date: 4/6/2017
Day: Thursday
Project #: 17-5213-039
City: Burbank

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	530 PM

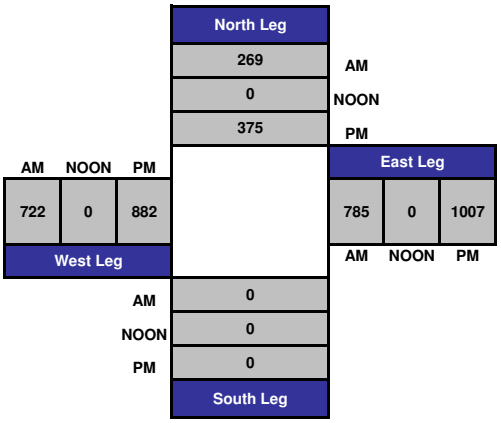


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

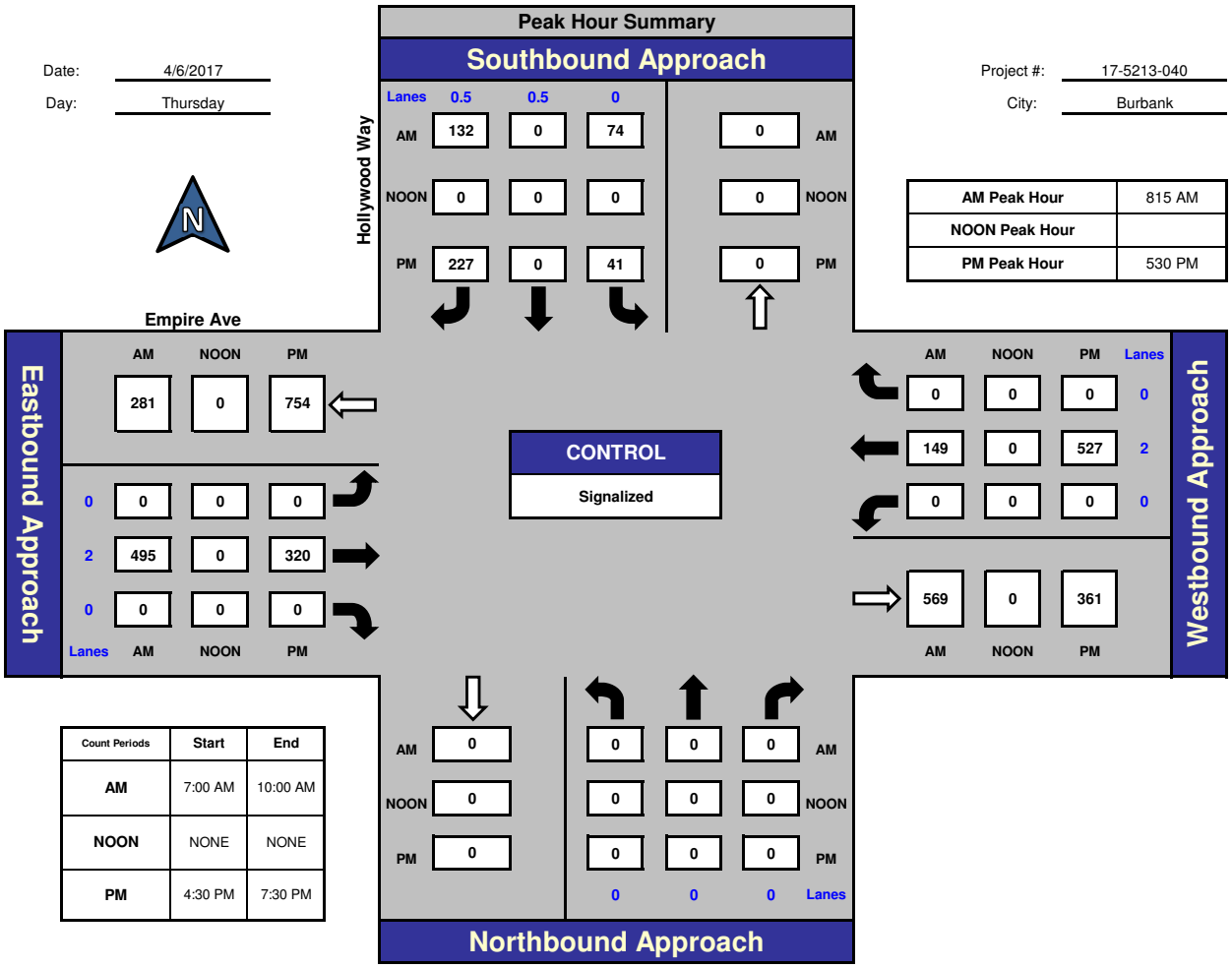
National Data & Surveying Services

Hollywood Way and Empire Ave , Burbank

Date: 4/6/2017
Day: Thursday

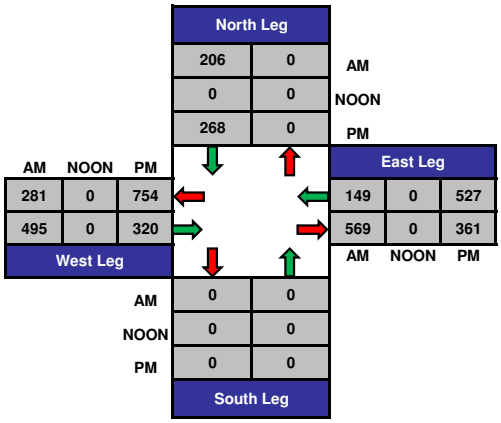
Project #: 17-5213-040
City: Burbank

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	530 PM

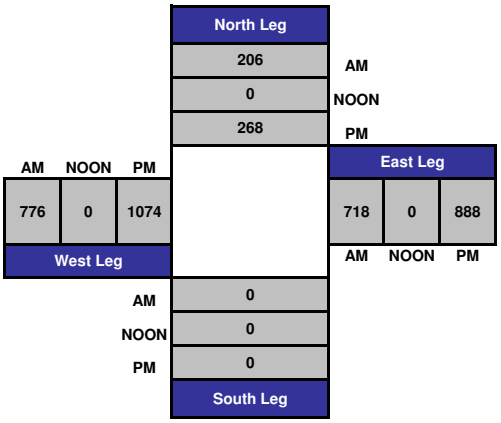


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

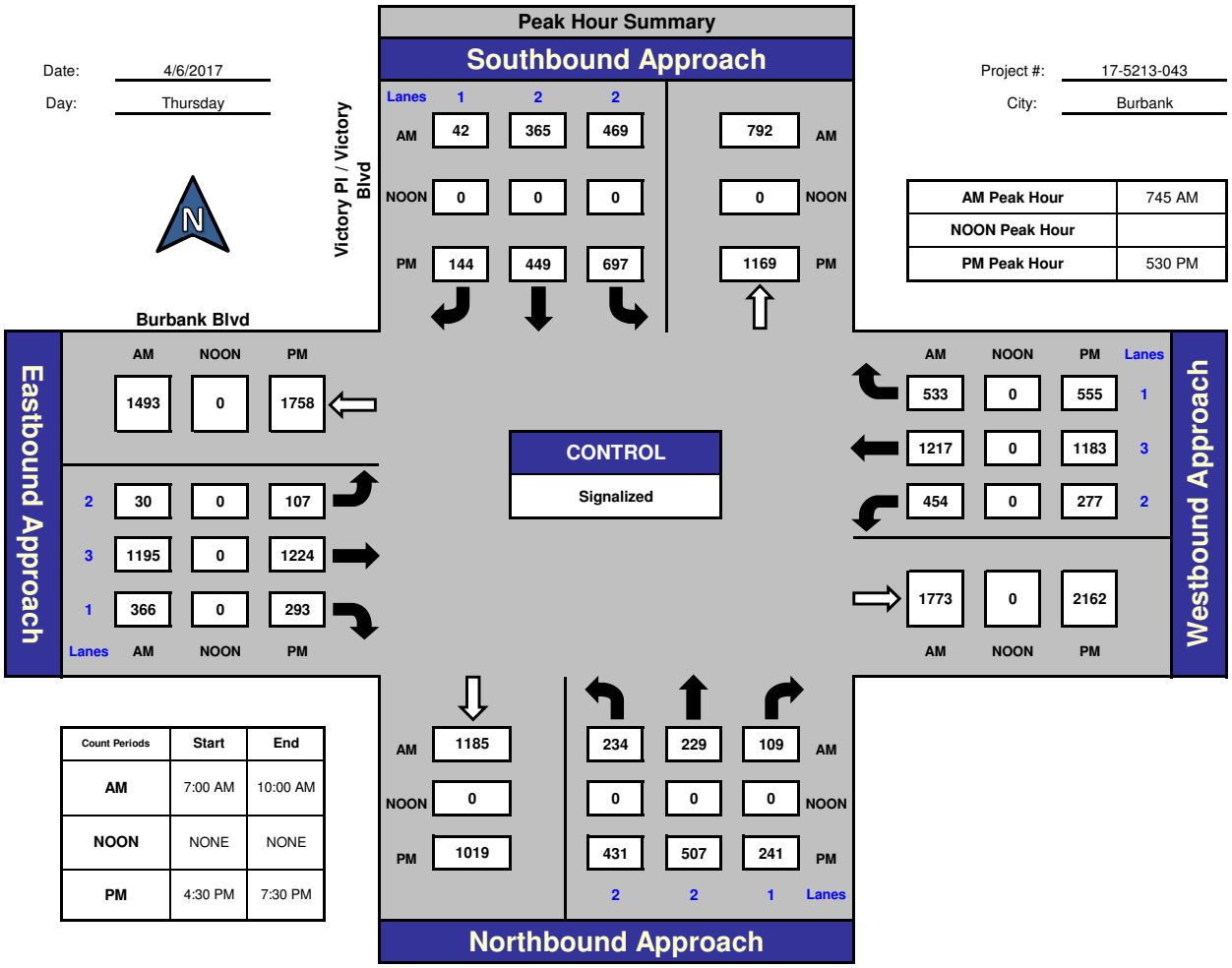
National Data & Surveying Services

Victory Pl / Victory Blvd and Burbank Blvd , Burbank

Date: 4/6/2017
Day: Thursday

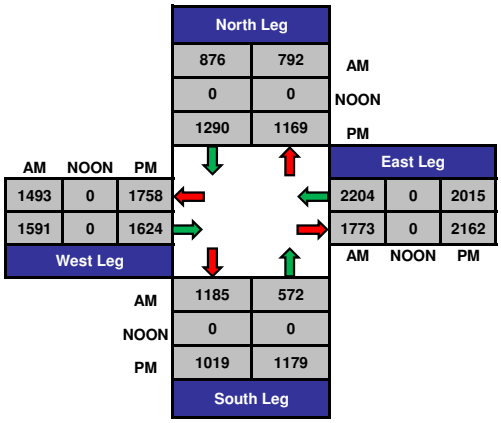
Project #: 17-5213-043
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	530 PM

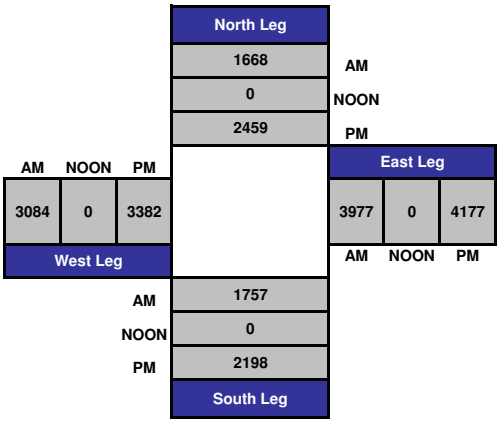


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Victory Pl / Victory Blvd and Burbank Blvd , Burbank

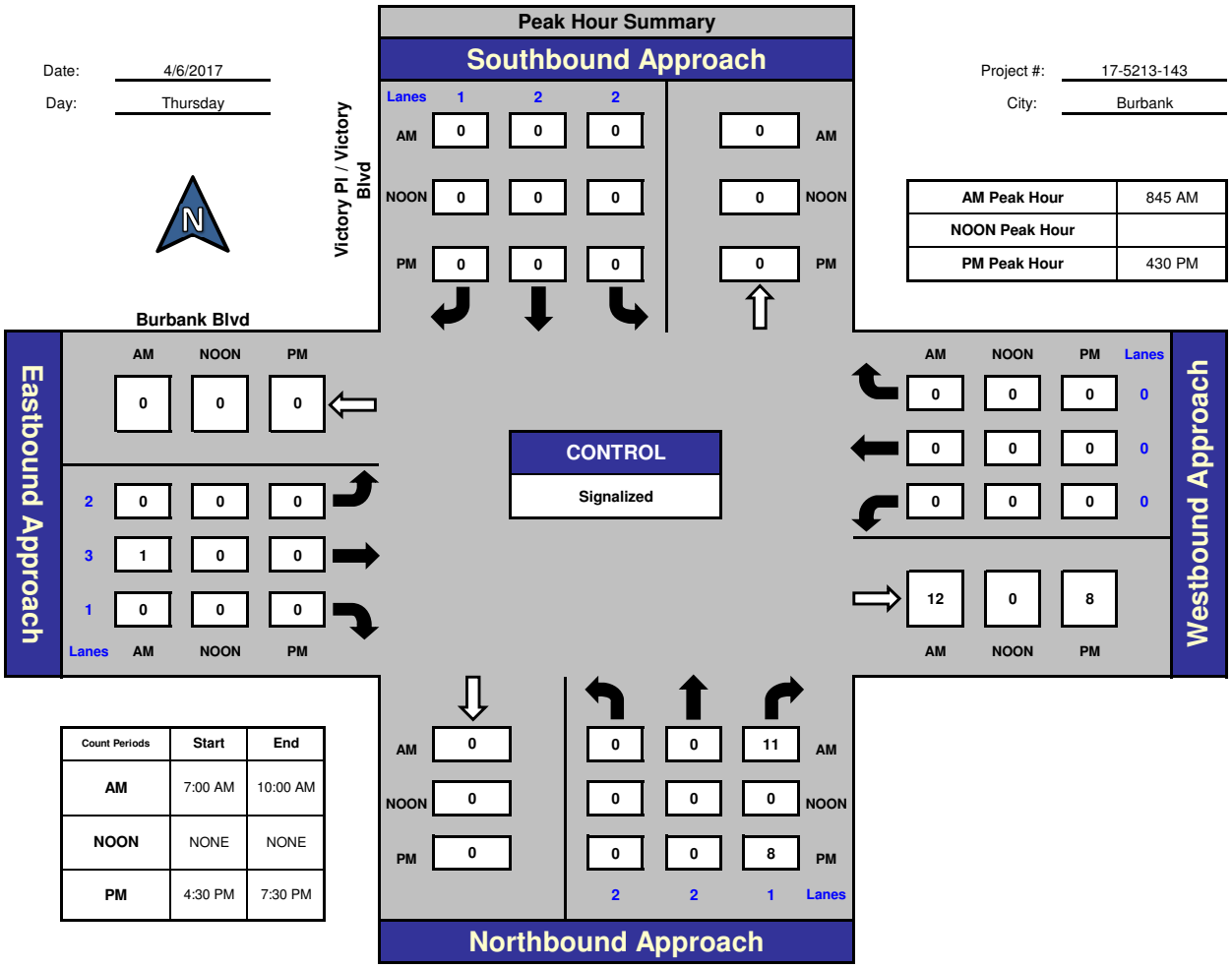
Date: 4/6/2017

Day: Thursday

Project #: 17-5213-143

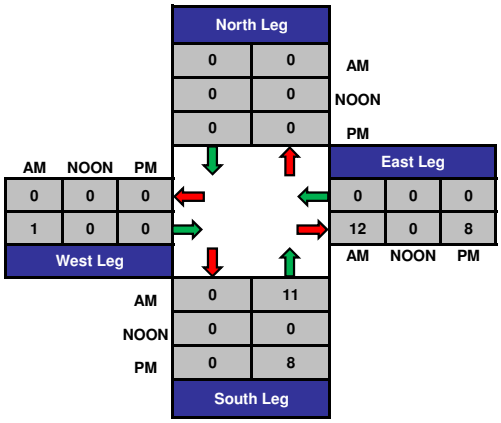
City: Burbank

AM Peak Hour	845 AM
NOON Peak Hour	
PM Peak Hour	430 PM

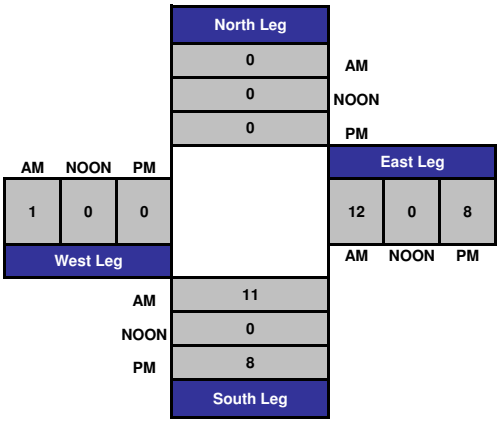


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Front St and Burbank Blvd , Burbank

Date: 4/6/2017
Day: Thursday

Project #: 17-5213-044
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	530 PM

Peak Hour Summary

Southbound Approach (Front St)

Lanes	1	0.5	1.5		
AM	404	119	284	0	AM
NOON	0	0	0	0	NOON
PM	323	105	438	0	PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	2140	0	2009
0	0	0	0
2	1297	0	1673
1	474	0	465

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
3	1527	0	1399
1	63	0	20
	1586	0	2150

CONTROL: Signalized

Northbound Approach

Lanes	1	0	1	
AM	656	209	0	5	AM
NOON	0	0	0	0	NOON
PM	590	287	0	39	PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	North Leg		
AM	807	0	AM
NOON	0	0	NOON
PM	866	0	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
2140	0	2009		1590	0	1419
1771	0	2138		1586	0	2150

	South Leg	
AM	656	214
NOON	0	0
PM	590	326

Total Volume Per Leg

	North Leg	
AM	807	AM
NOON	0	NOON
PM	866	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
3911	0	4147	3176	0	3569

	South Leg
AM	870
NOON	0
PM	916

ITM Peak Hour Summary

Prepared by:

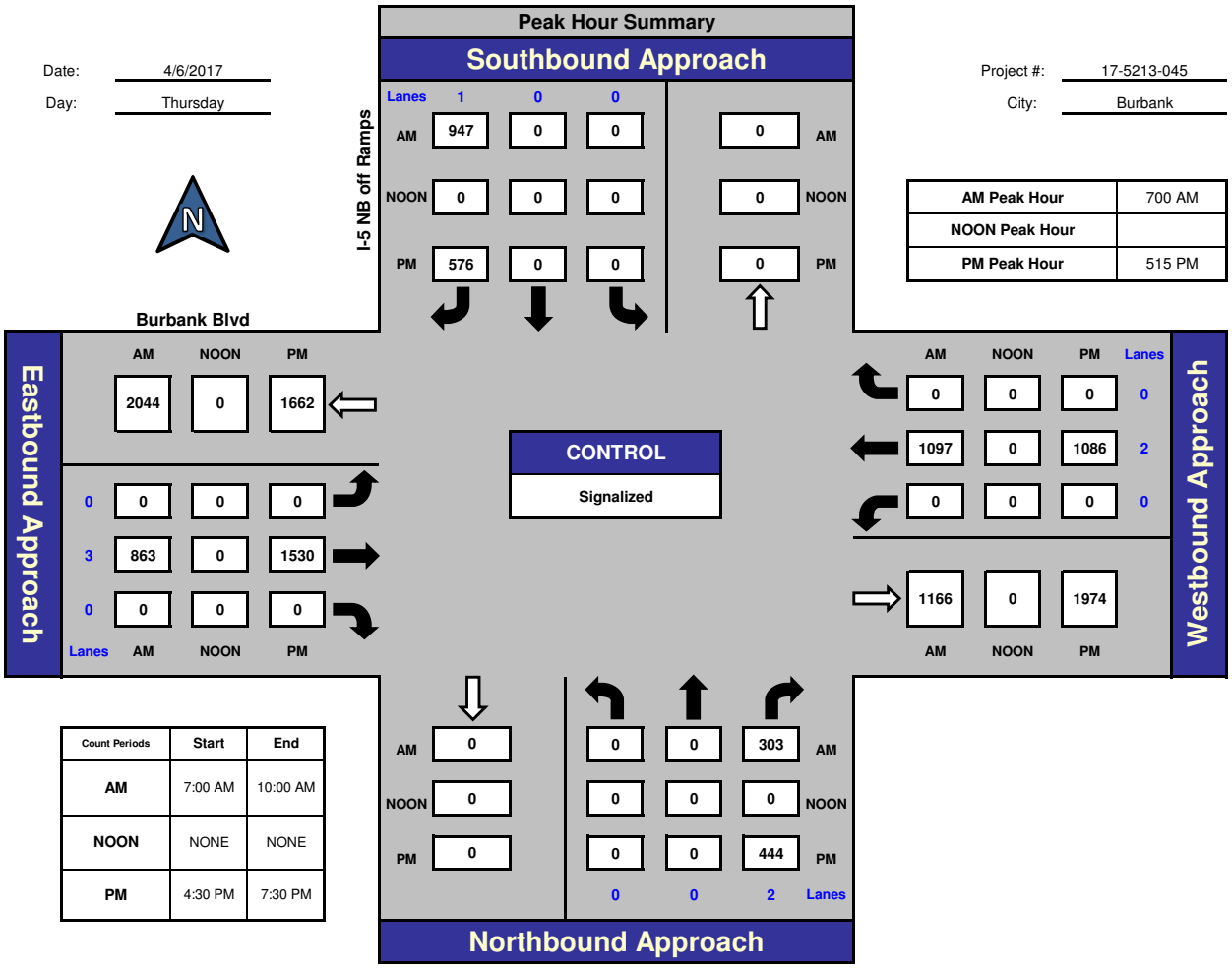
National Data & Surveying Services

I-5 NB off Ramps and Burbank Blvd , Burbank

Date: 4/6/2017
Day: Thursday

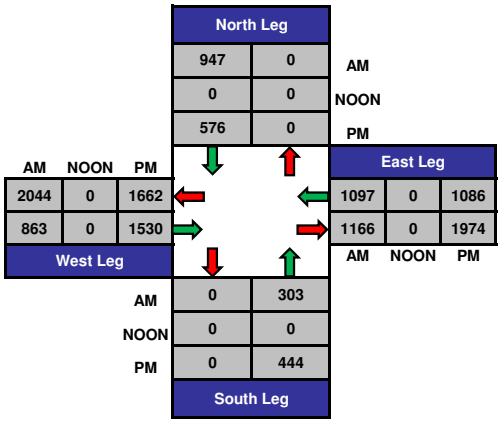
Project #: 17-5213-045
City: Burbank

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	515 PM

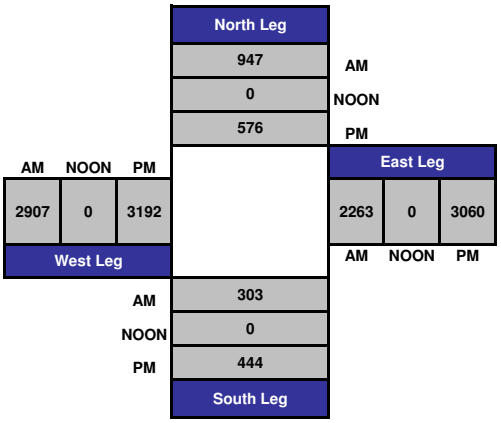


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

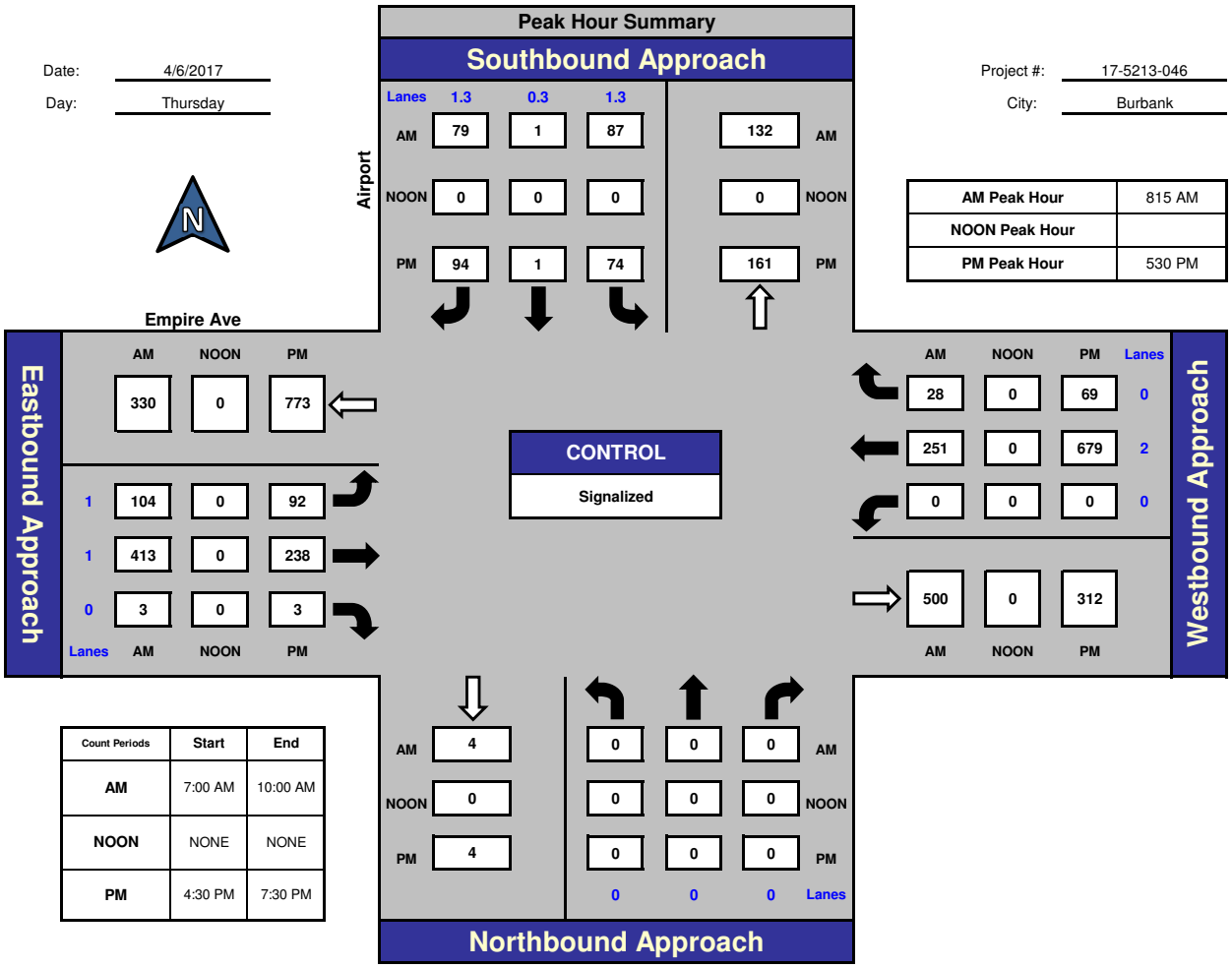
National Data & Surveying Services

Airport and Empire Ave , Burbank

Date: 4/6/2017
Day: Thursday

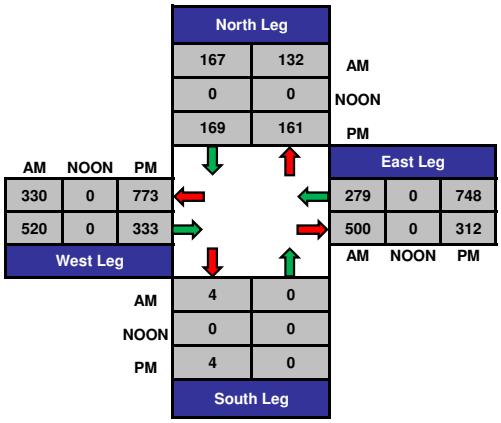
Project #: 17-5213-046
City: Burbank

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	530 PM

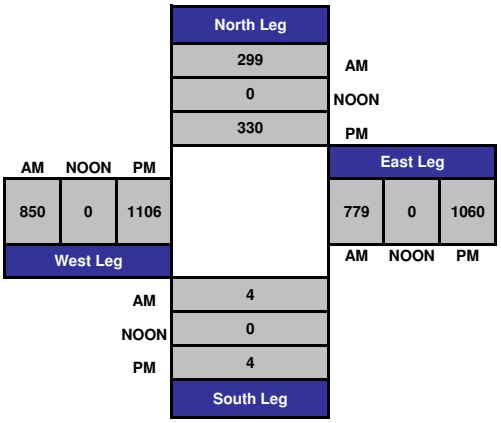


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

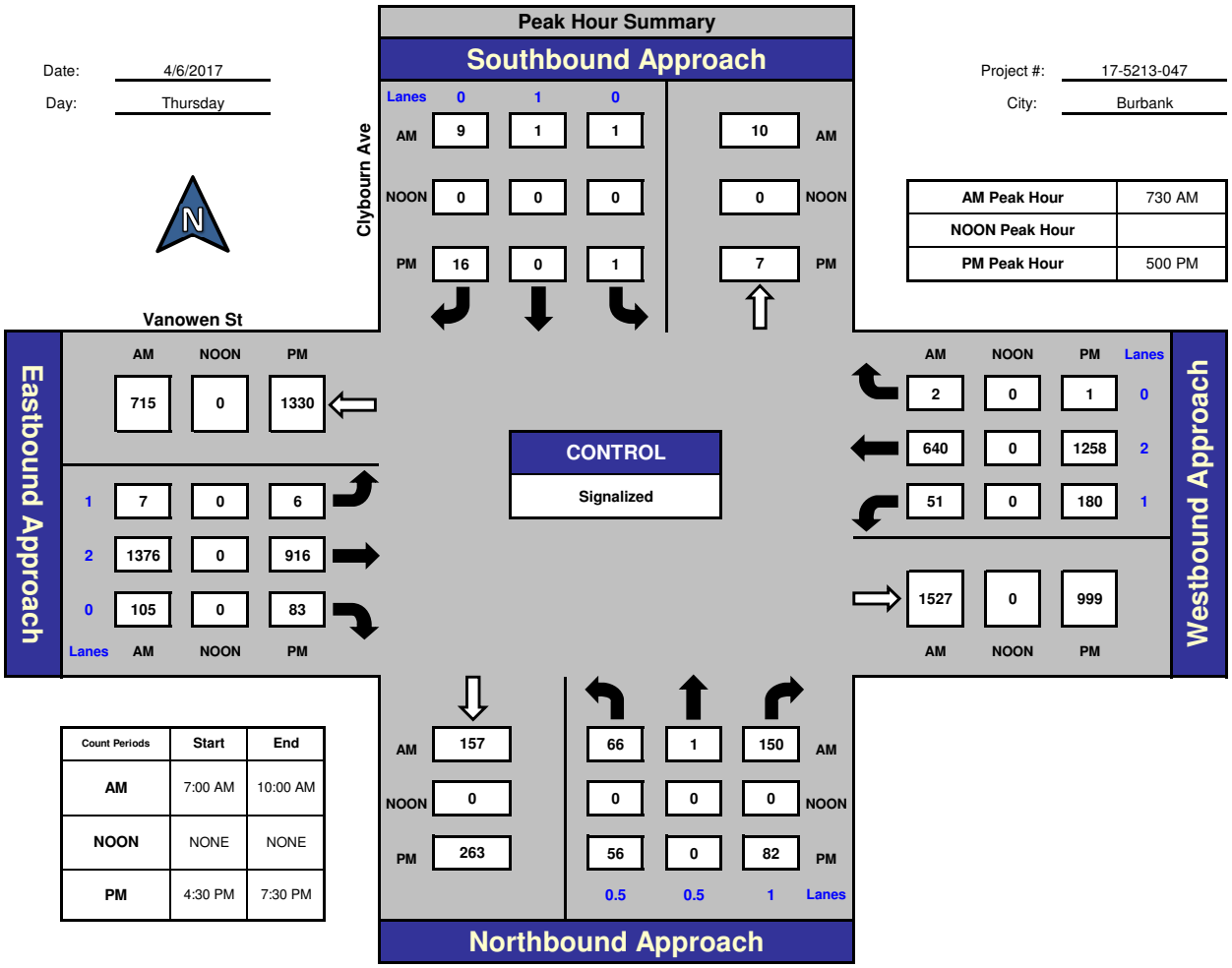
National Data & Surveying Services

Clybourn Ave and Vanowen St , Burbank

Date: 4/6/2017
Day: Thursday

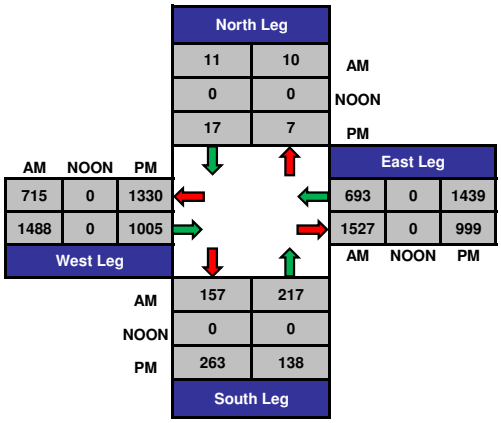
Project #: 17-5213-047
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

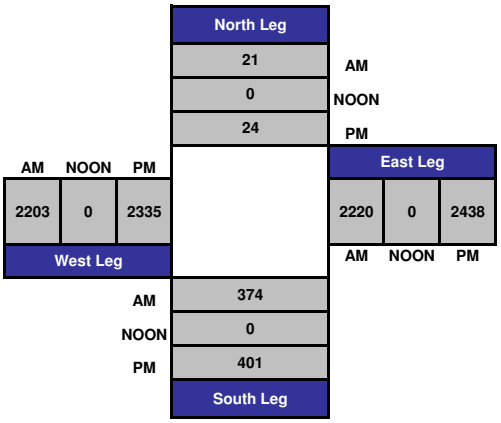


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

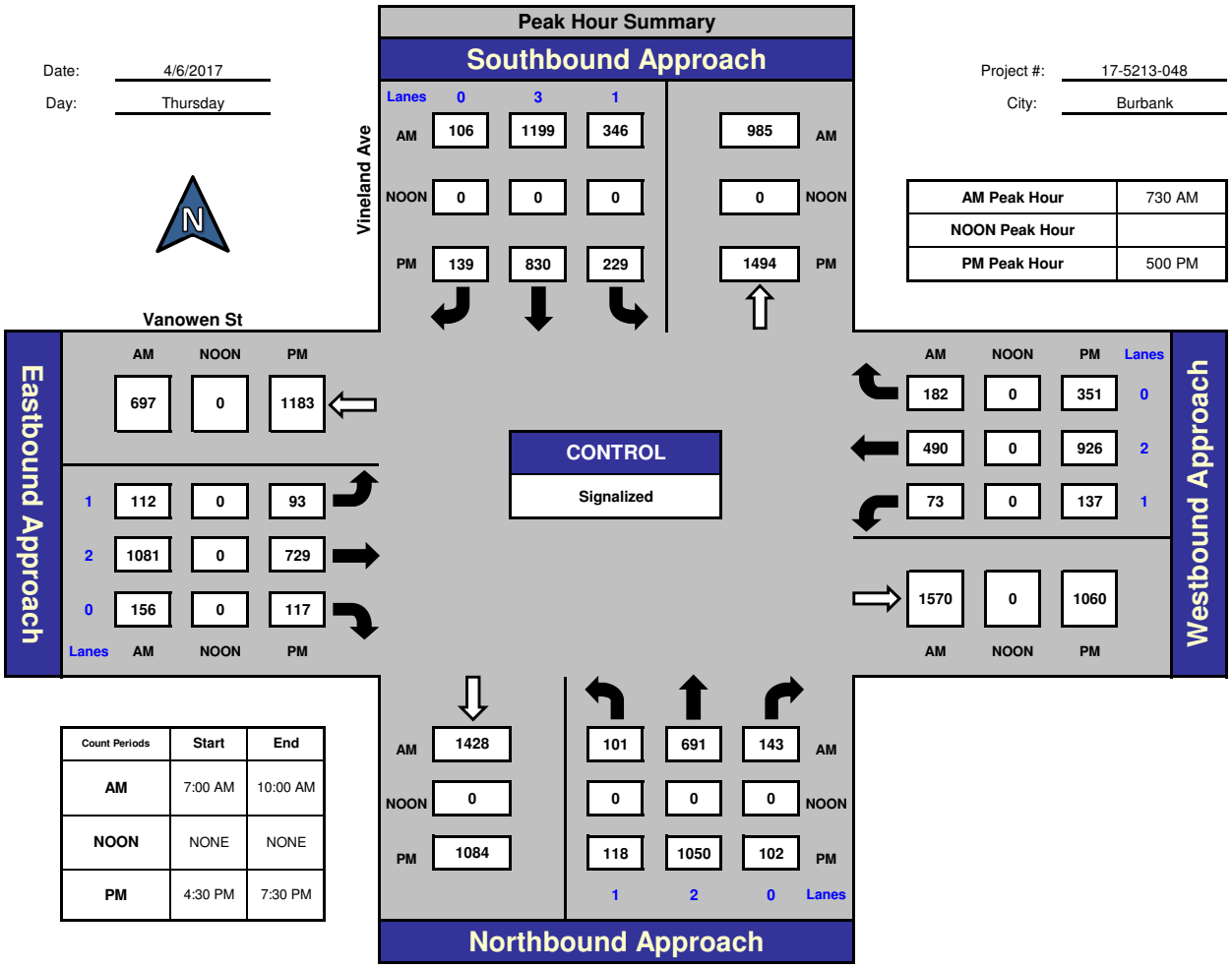
National Data & Surveying Services

Vineland Ave and Vanowen St , Burbank

Date: 4/6/2017
Day: Thursday

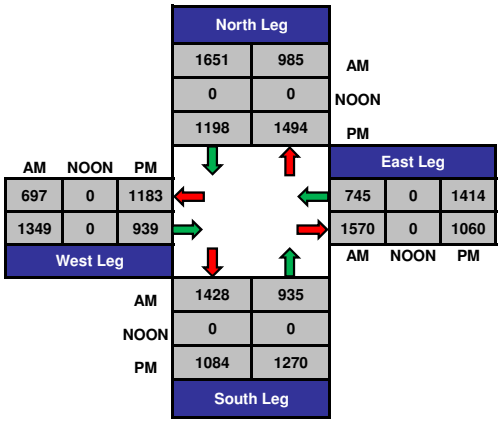
Project #: 17-5213-048
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

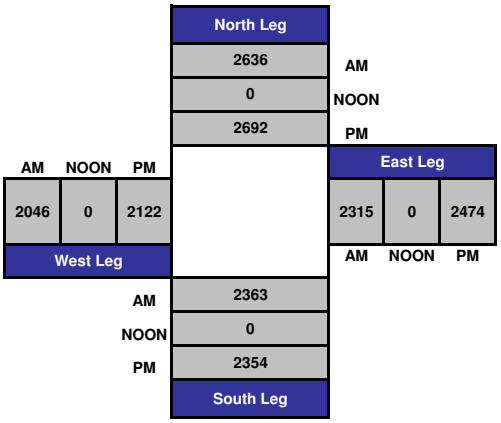


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

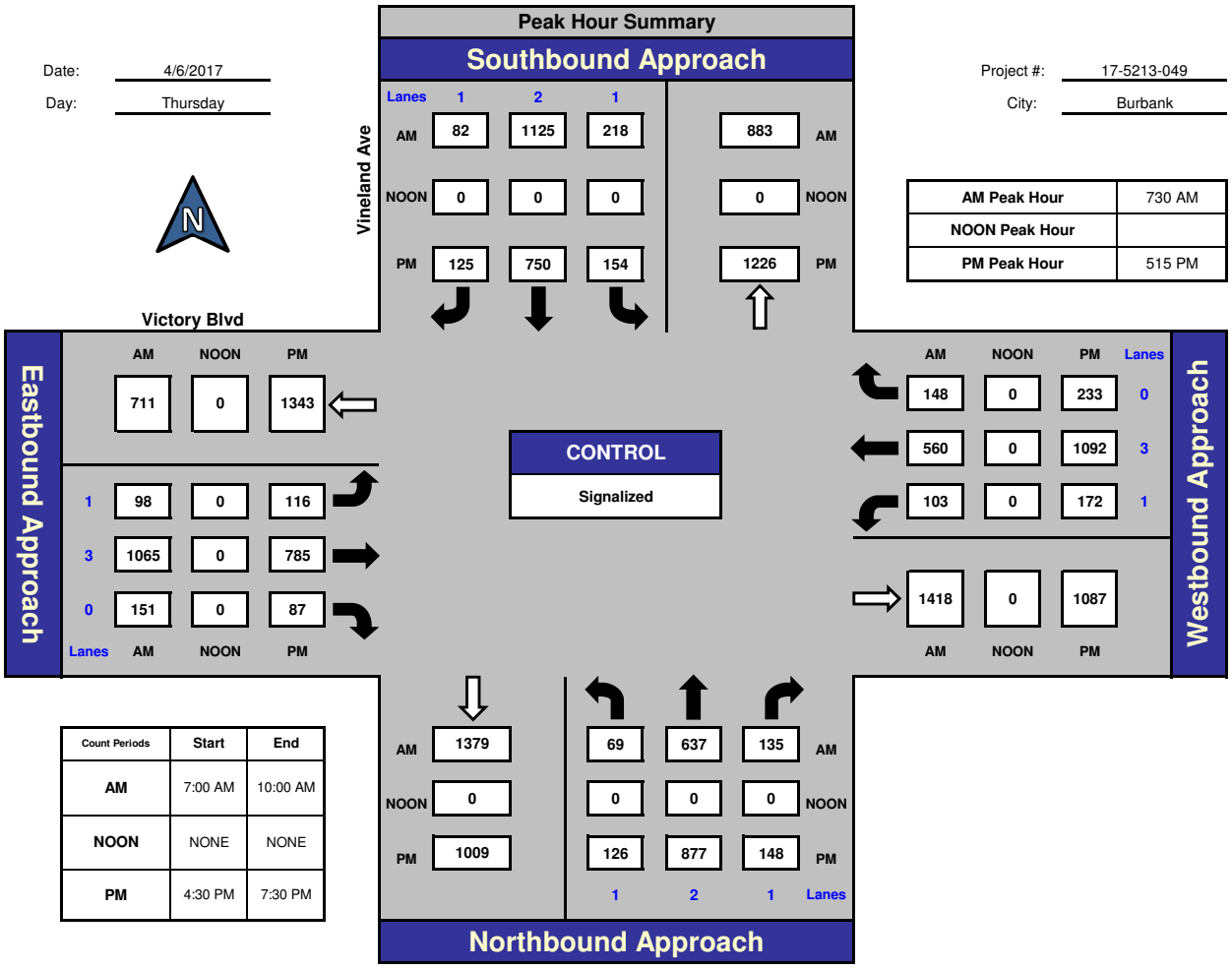
National Data & Surveying Services

Vineland Ave and Victory Blvd , Burbank

Date: 4/6/2017
Day: Thursday

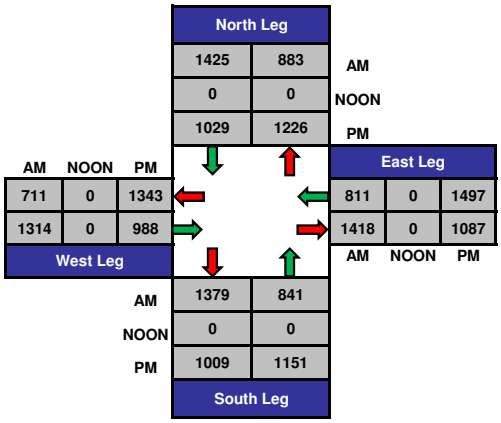
Project #: 17-5213-049
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

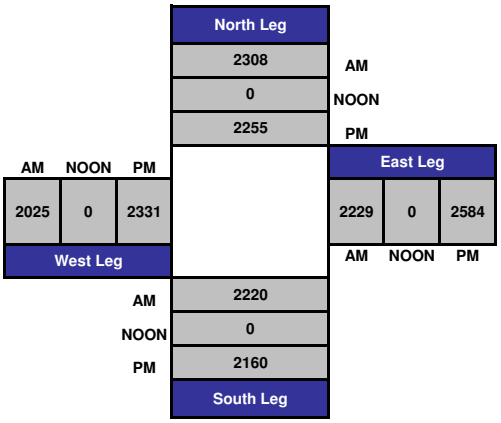


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

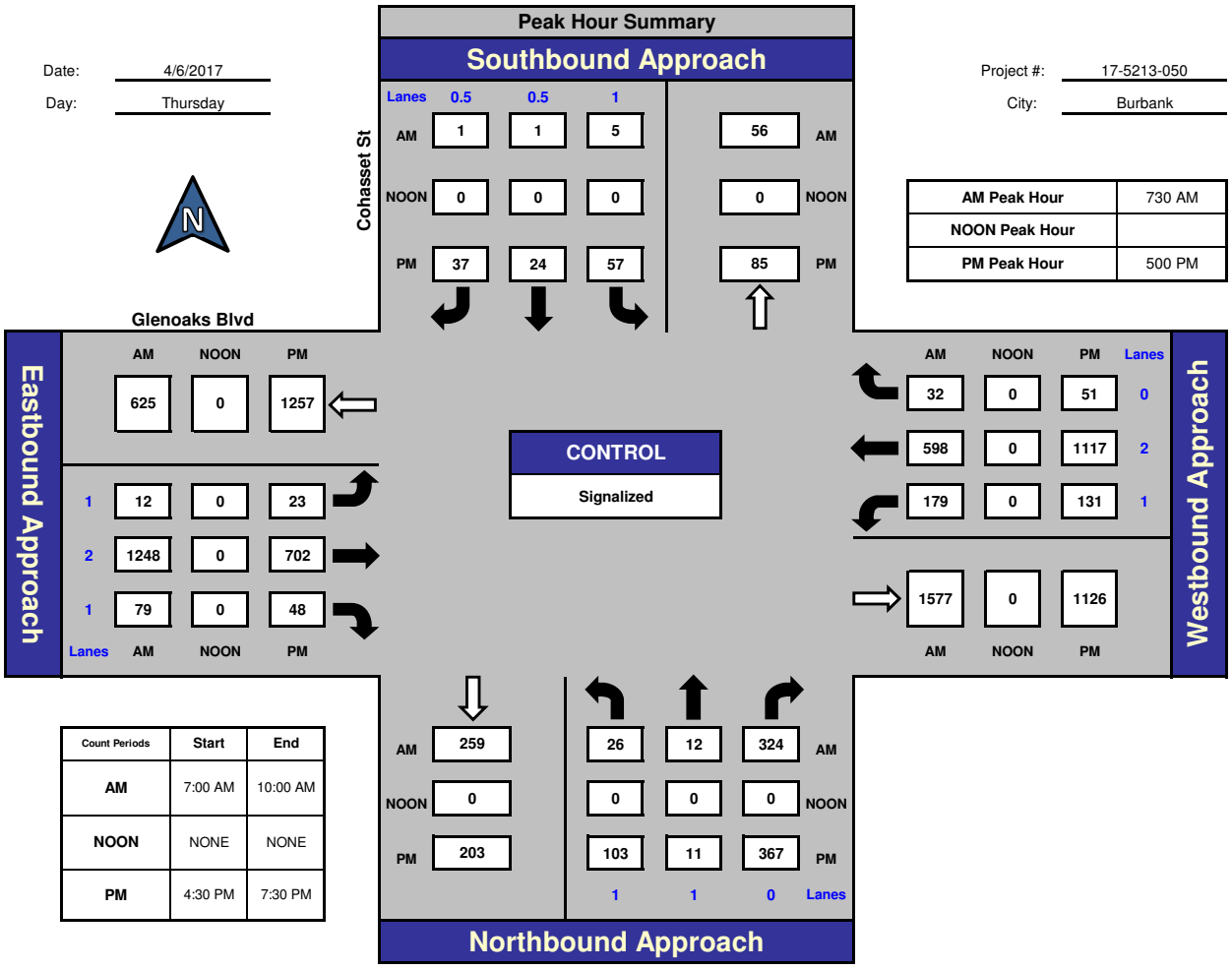
National Data & Surveying Services

Cohasset St and Glenoaks Blvd , Burbank

Date: 4/6/2017
Day: Thursday

Project #: 17-5213-050
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	North Leg		
	7	56	AM
	0	0	NOON
	118	85	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
625	0	1257		809	0	1299
1339	0	773		1577	0	1126

	South Leg	
AM	259	362
NOON	0	0
PM	203	481

Total Volume Per Leg

	North Leg	
	63	AM
	0	NOON
	203	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1964	0	2030	2386	0	2425

	South Leg
AM	621
NOON	0
PM	684

ITM Peak Hour Summary

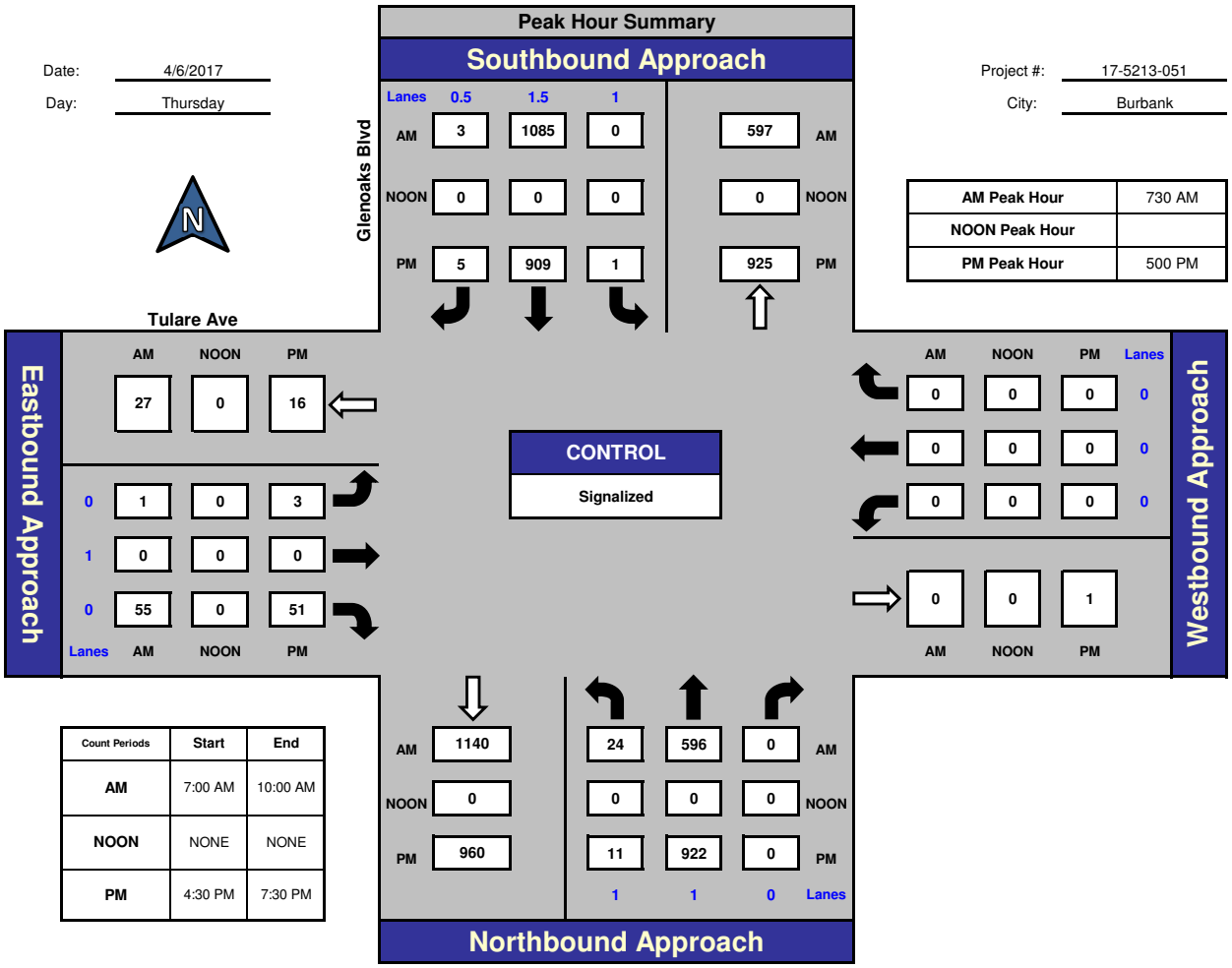
Prepared by:

National Data & Surveying Services

Glenoaks Blvd and Tulare Ave , Burbank

Date: 4/6/2017
Day: Thursday

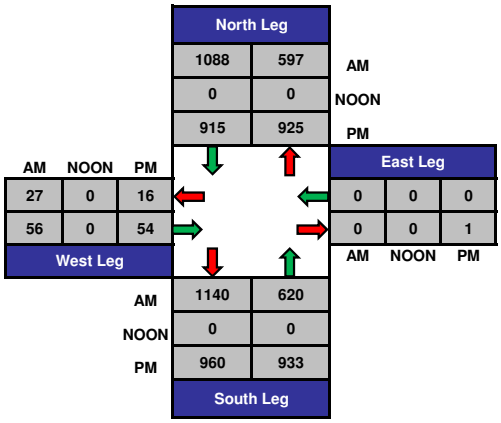
Project #: 17-5213-051
City: Burbank



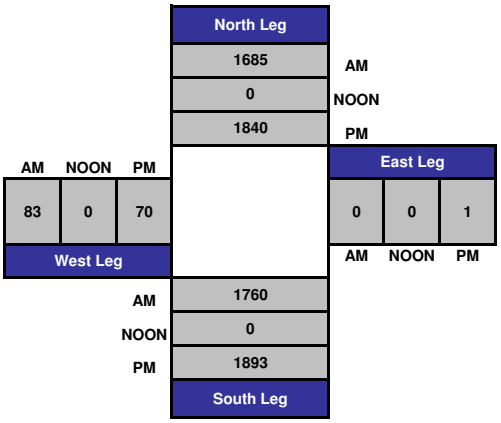
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Glenoaks Blvd and Keystone St , Burbank

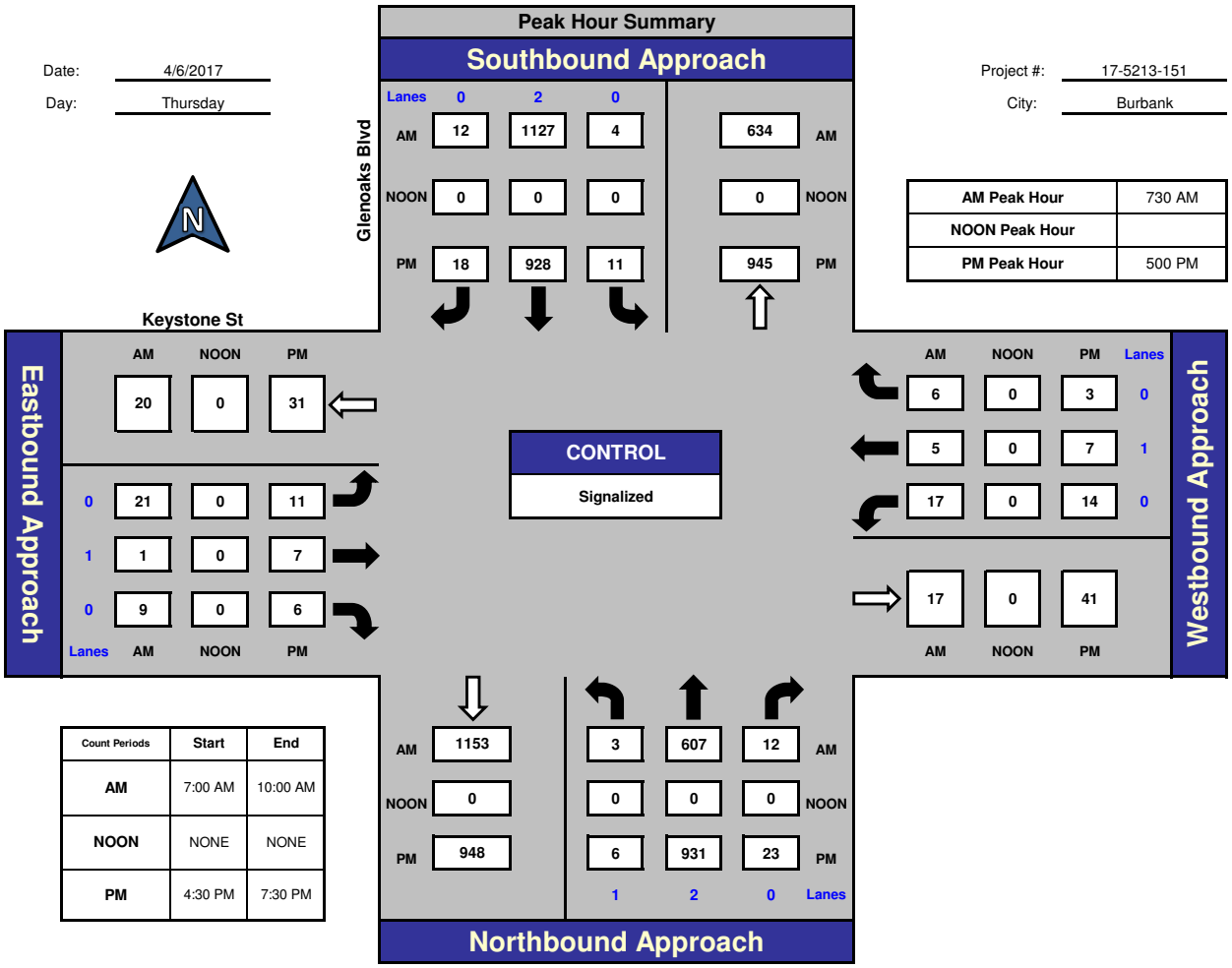
Date: 4/6/2017

Day: Thursday

Project #: 17-5213-151

City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs

	North Leg		
	1143	634	AM
	0	0	NOON
	957	945	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
20	0	31	28	0	24
31	0	24	17	0	41

	South Leg	
AM	1153	622
NOON	0	0
PM	948	960

Total Volume Per Leg

	North Leg	
AM	1777	
NOON	0	
PM	1902	

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
51	0	55	45	0	65

	South Leg
AM	1775
NOON	0
PM	1908

ITM Peak Hour Summary

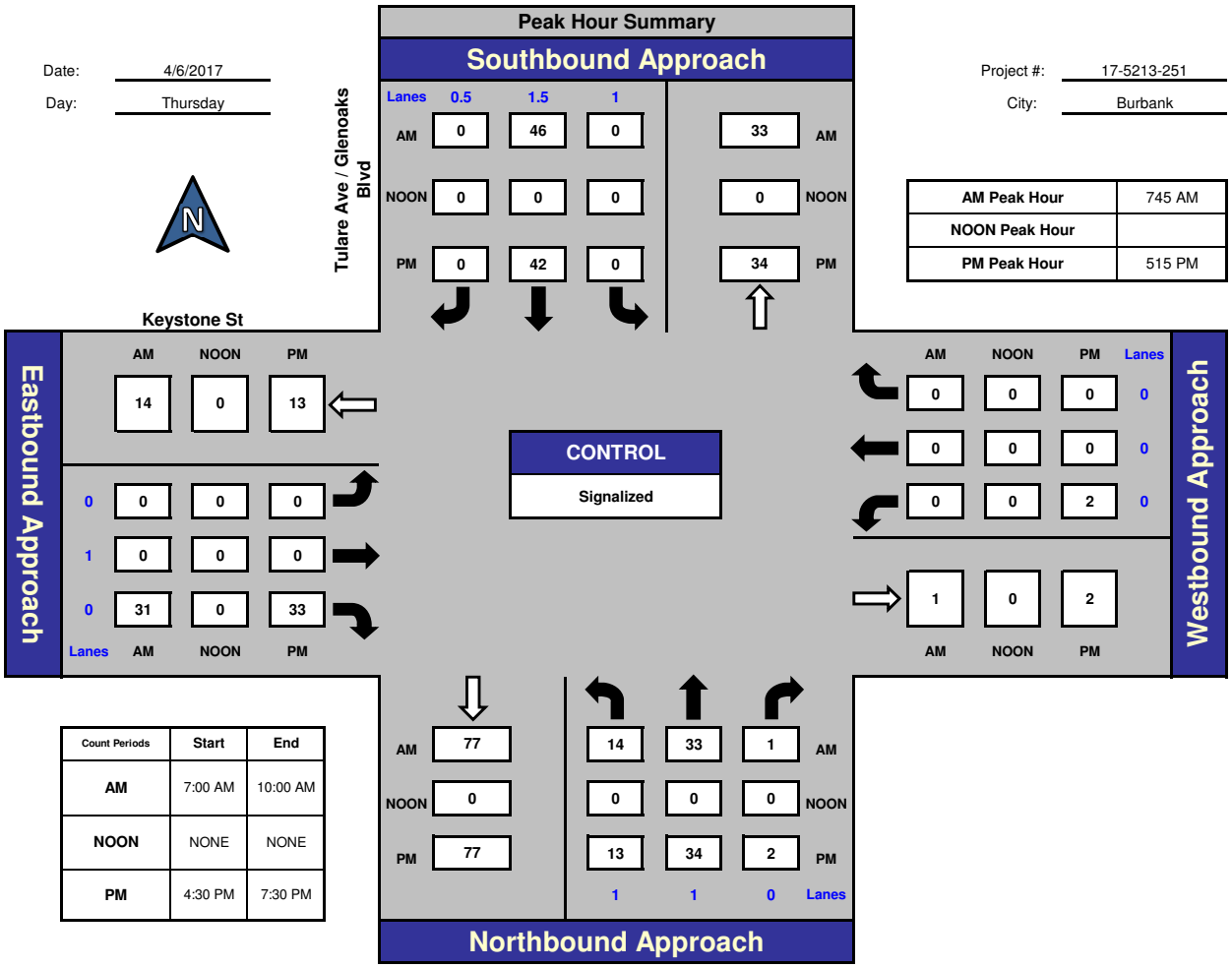
Prepared by:

National Data & Surveying Services

Tulare Ave / Glenoaks Blvd and Keystone St , Burbank

Date: 4/6/2017
Day: Thursday

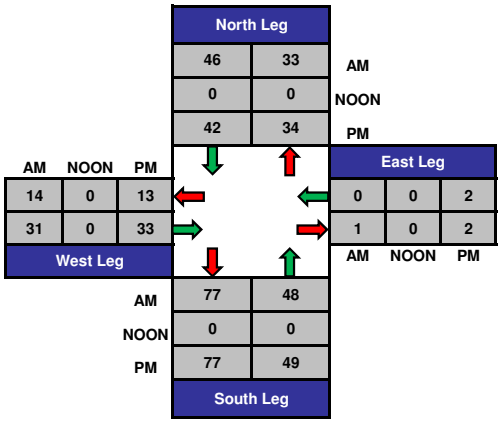
Project #: 17-5213-251
City: Burbank



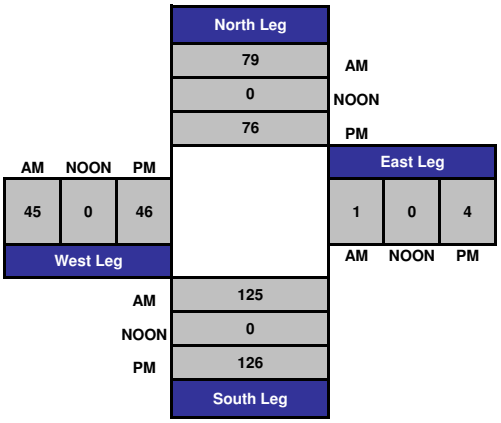
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

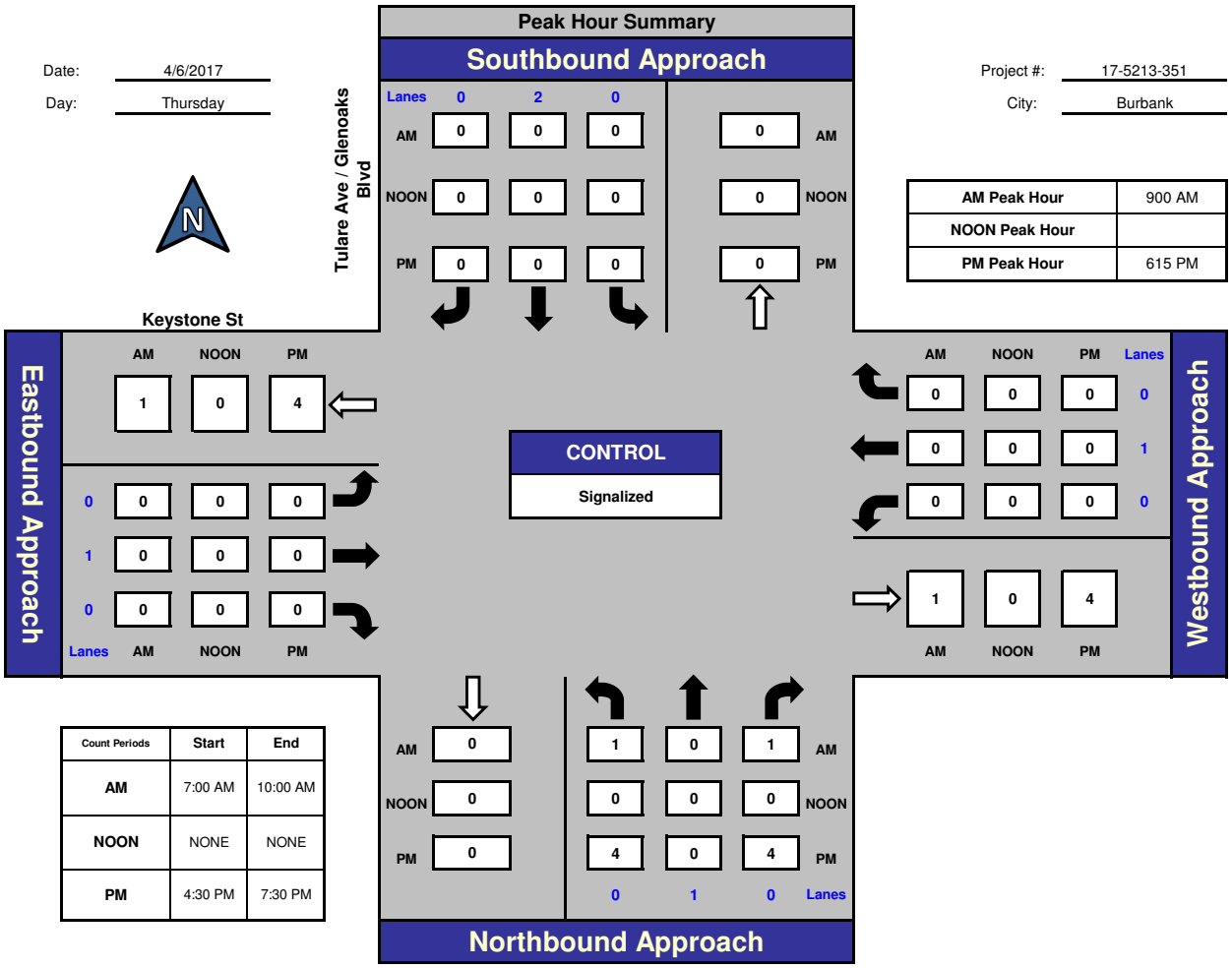
National Data & Surveying Services

Tulare Ave / Glenoaks Blvd and Keystone St , Burbank

Date: 4/6/2017
Day: Thursday

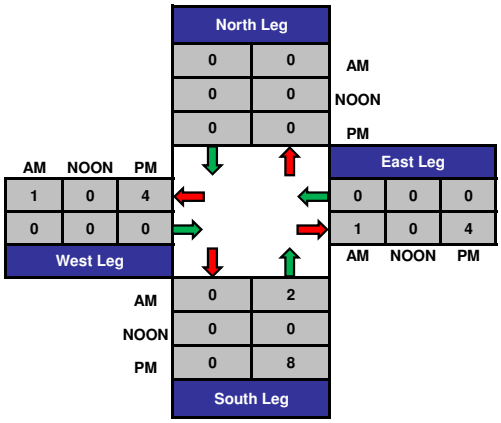
Project #: 17-5213-351
City: Burbank

AM Peak Hour	900 AM
NOON Peak Hour	
PM Peak Hour	615 PM

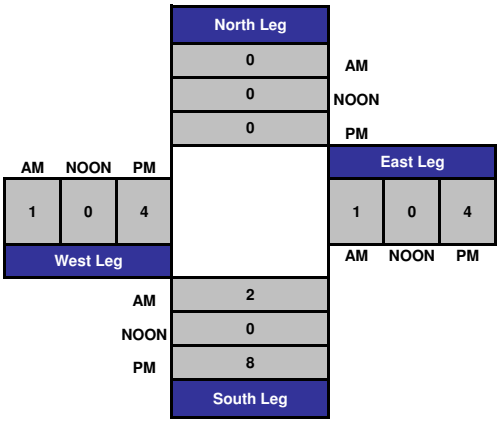


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

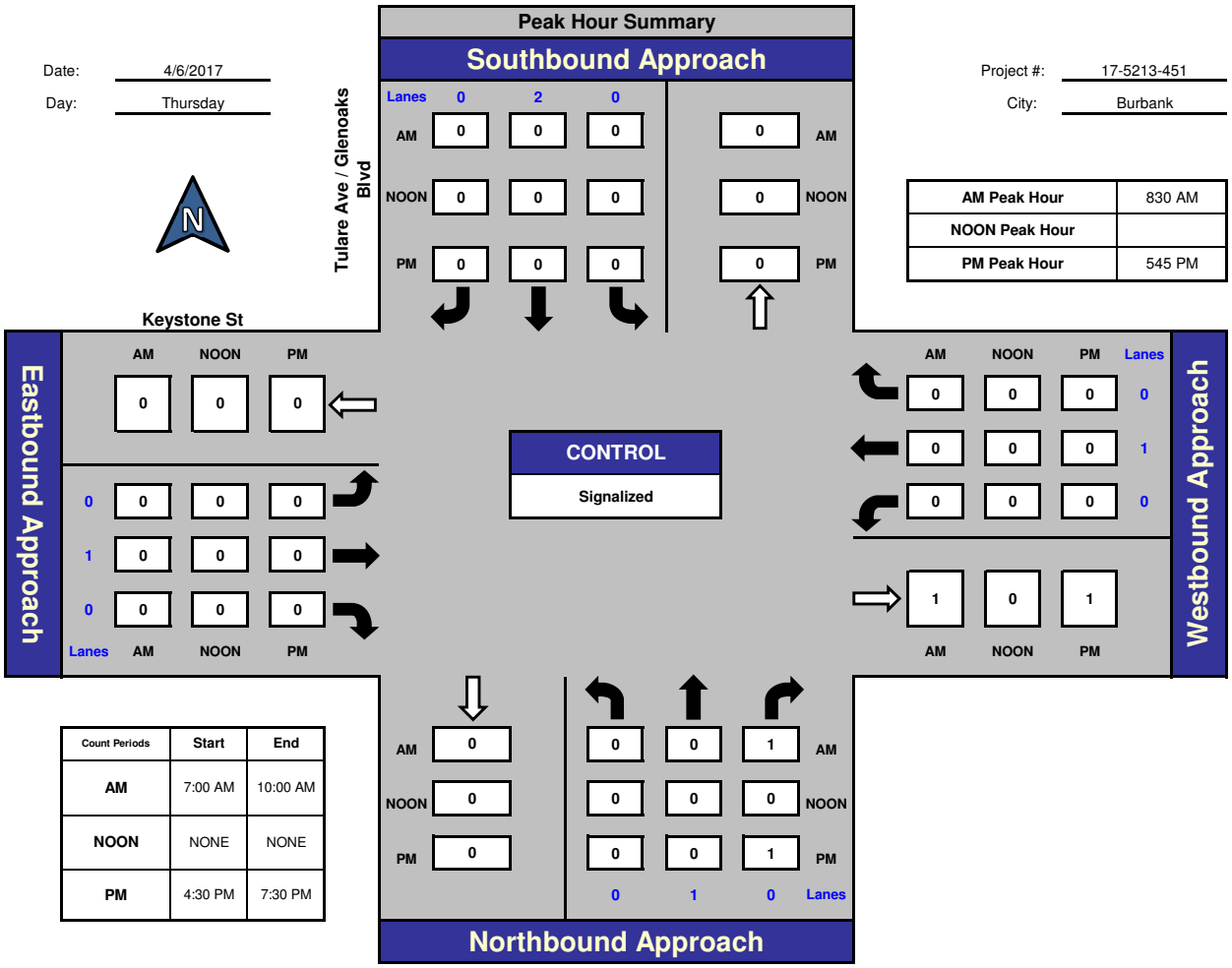
National Data & Surveying Services

Tulare Ave / Glenoaks Blvd and Keystone St , Burbank

Date: 4/6/2017
Day: Thursday

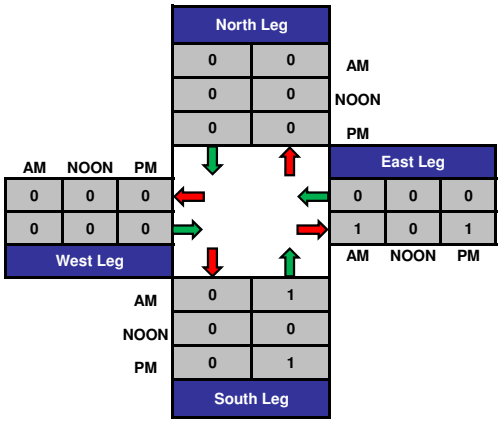
Project #: 17-5213-451
City: Burbank

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	545 PM

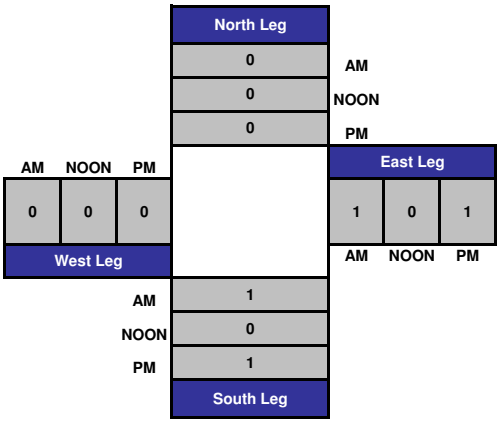


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

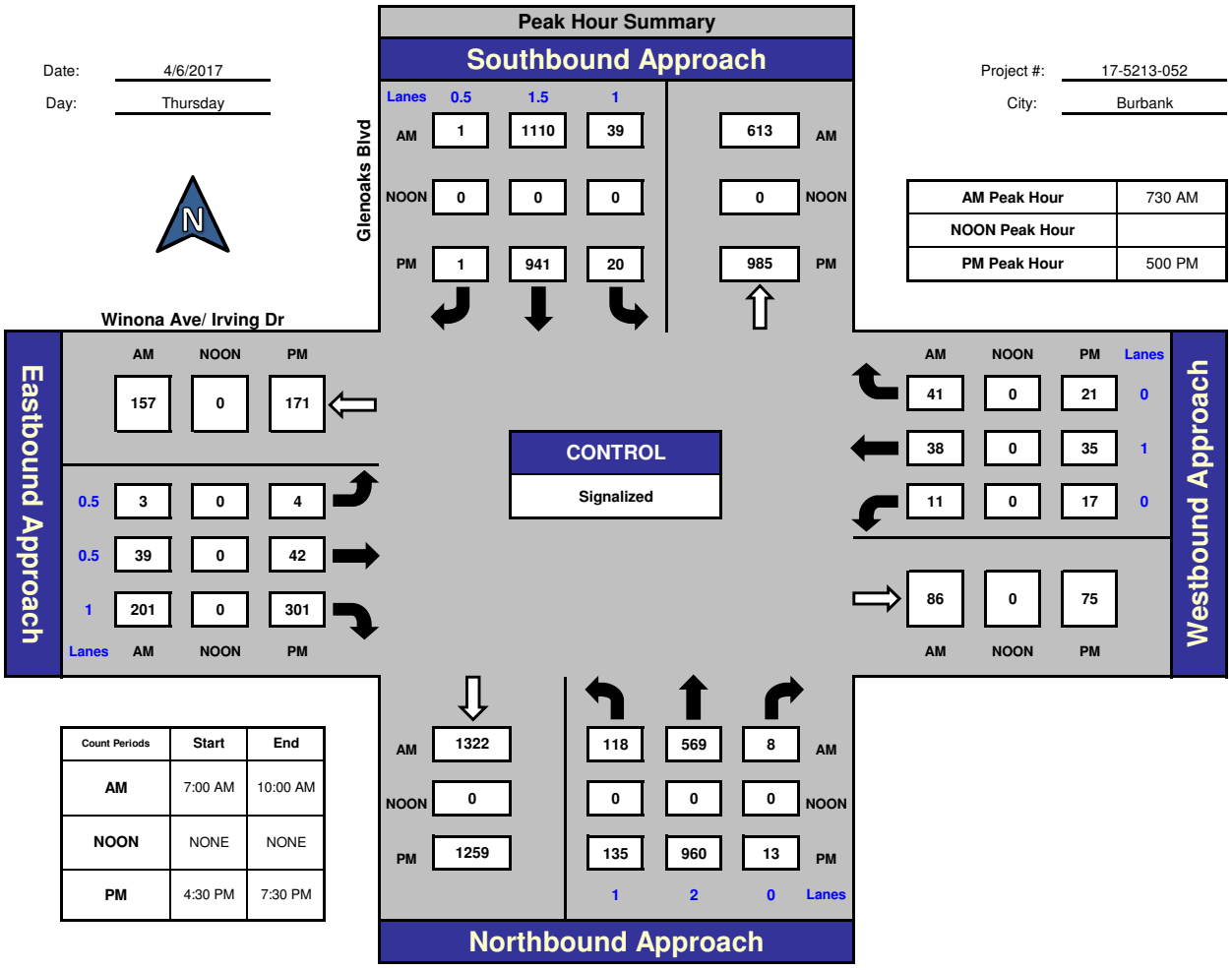
National Data & Surveying Services

Glenoaks Blvd and Winona Ave/ Irving Dr , Burbank

Date: 4/6/2017
Day: Thursday

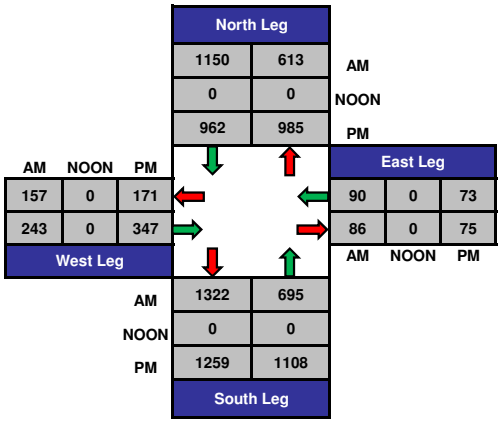
Project #: 17-5213-052
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

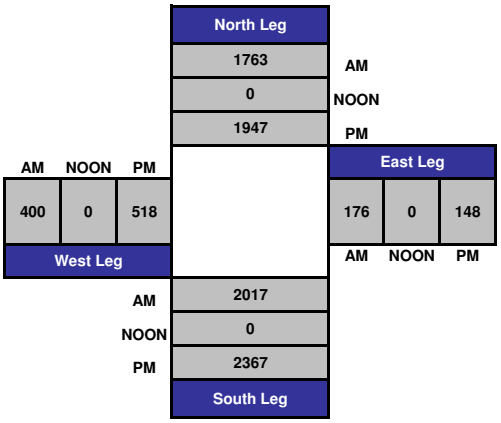


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

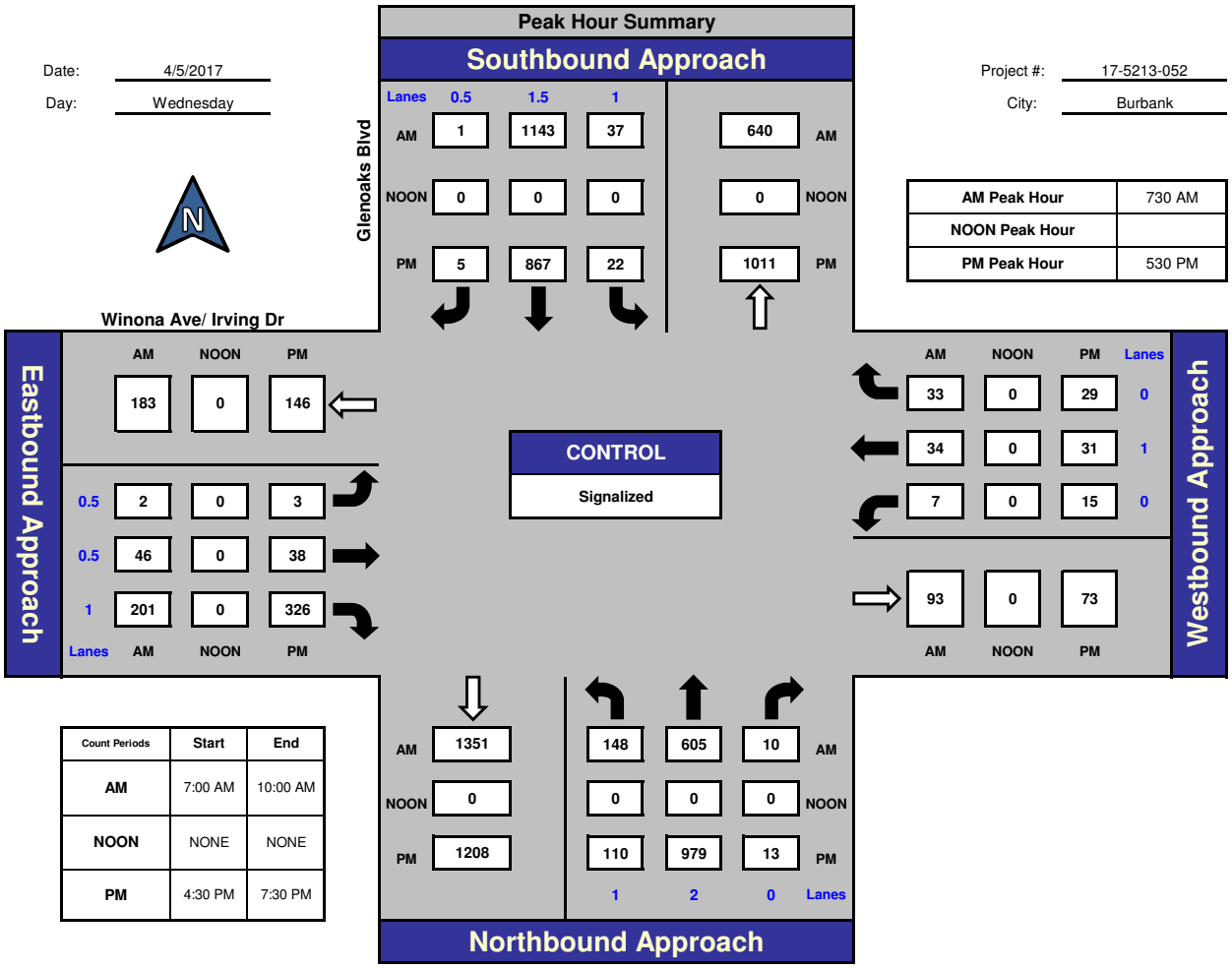
Prepared by:

National Data & Surveying Services

Glenoaks Blvd and Winona Ave/ Irving Dr , Burbank

Date: 4/5/2017
Day: Wednesday

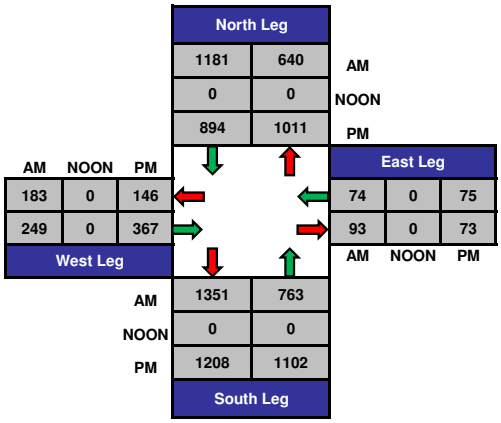
Project #: 17-5213-052
City: Burbank



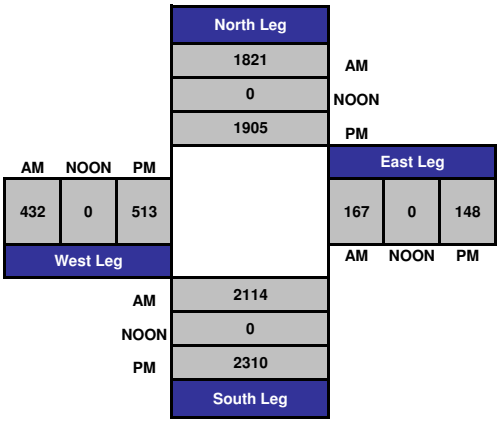
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	530 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

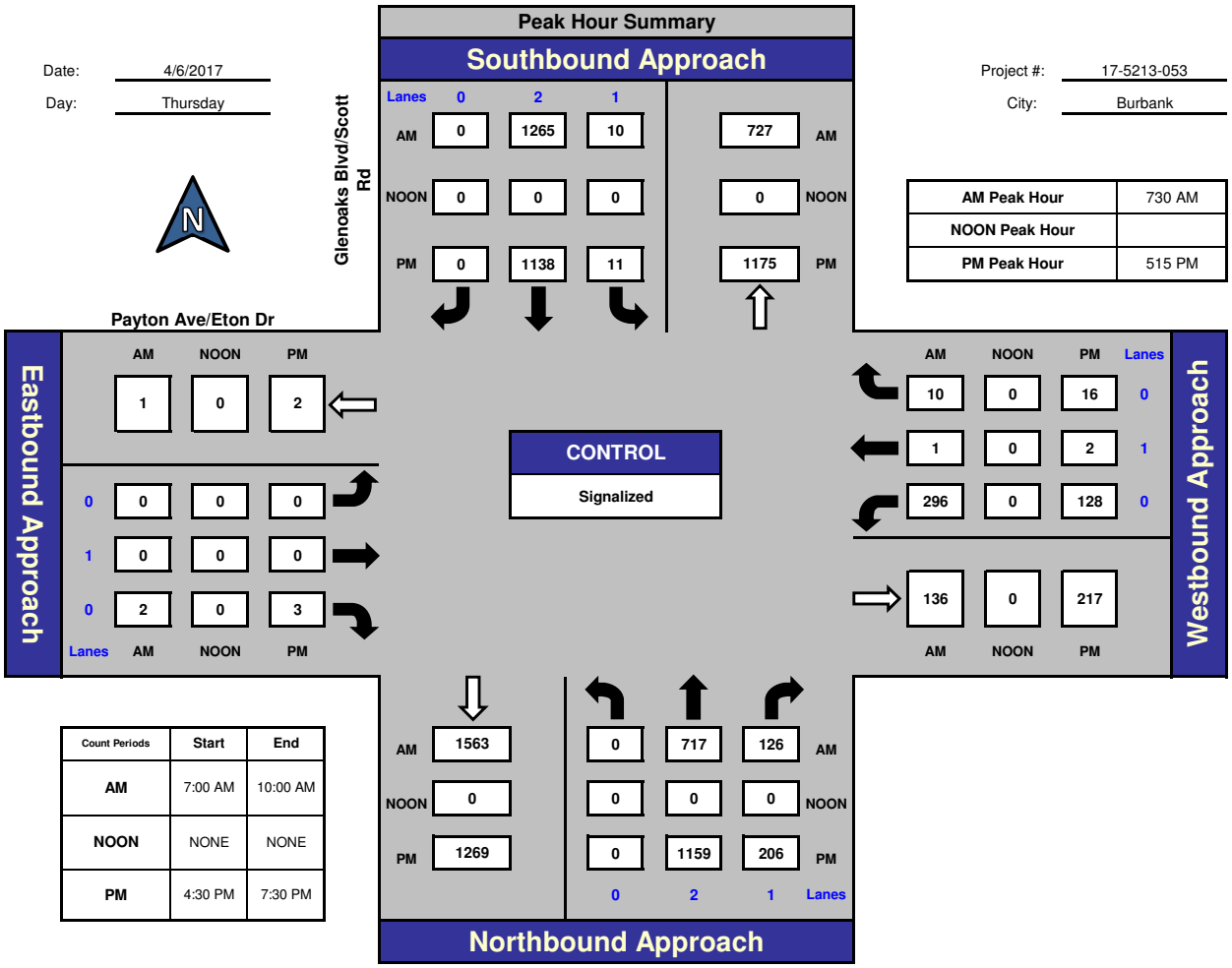
Prepared by:

National Data & Surveying Services

Glenoaks Blvd/Scott Rd and Payton Ave/Eton Dr , Burbank

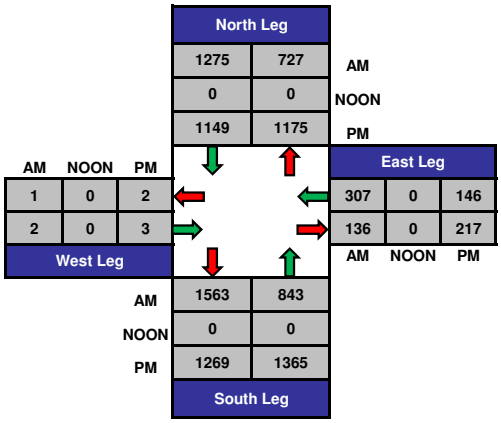
Date: 4/6/2017
Day: Thursday
Project #: 17-5213-053
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

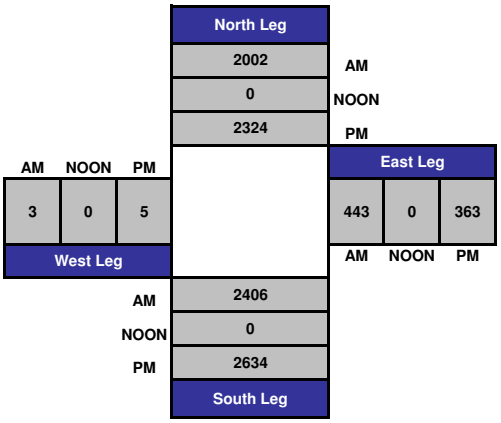


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

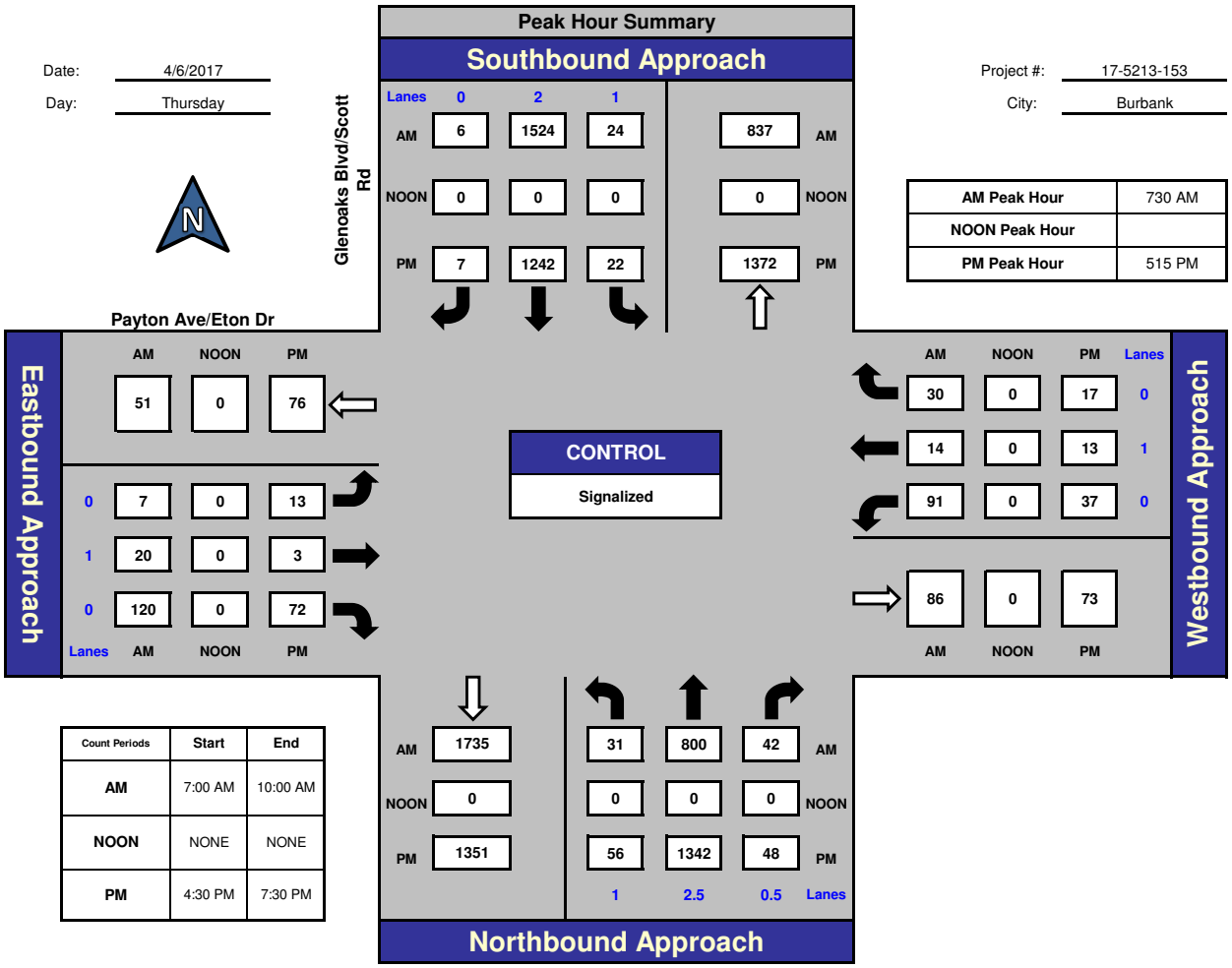
Prepared by:

National Data & Surveying Services

Glenoaks Blvd/Scott Rd and Payton Ave/Eton Dr , Burbank

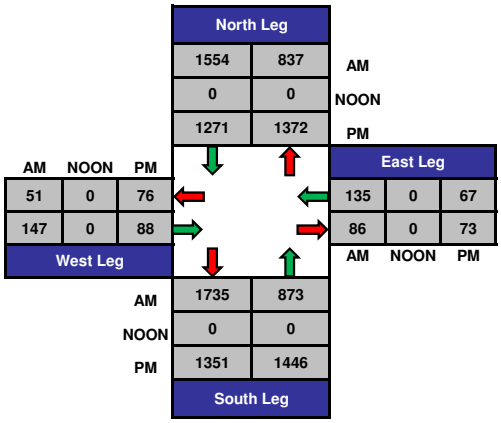
Date: 4/6/2017
Day: Thursday
Project #: 17-5213-153
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	515 PM

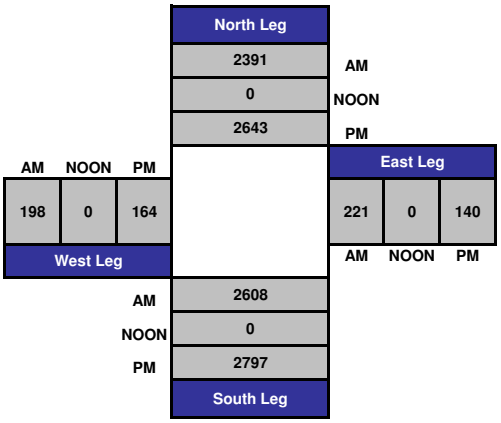


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

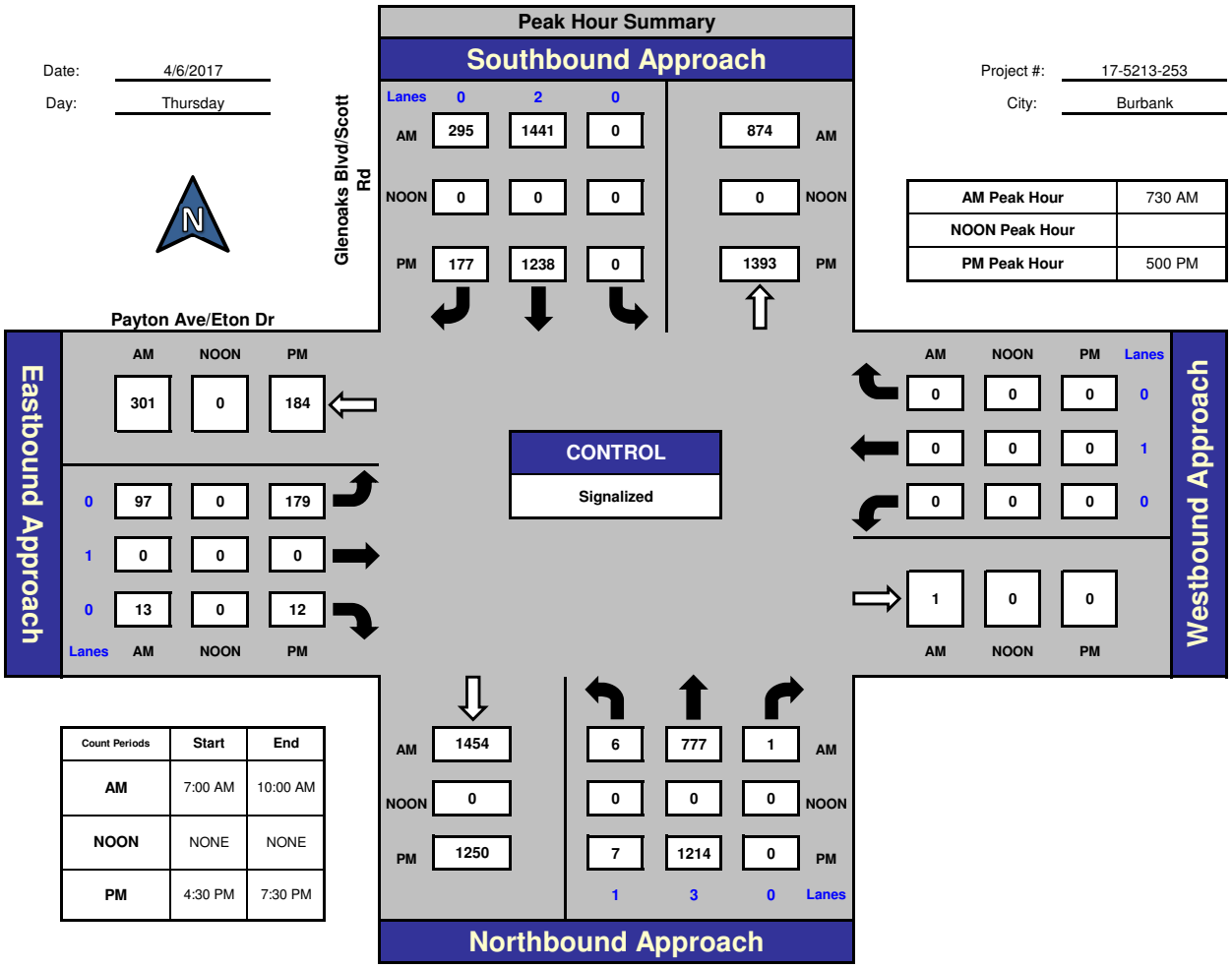
Prepared by:

National Data & Surveying Services

Glenoaks Blvd/Scott Rd and Payton Ave/Eton Dr , Burbank

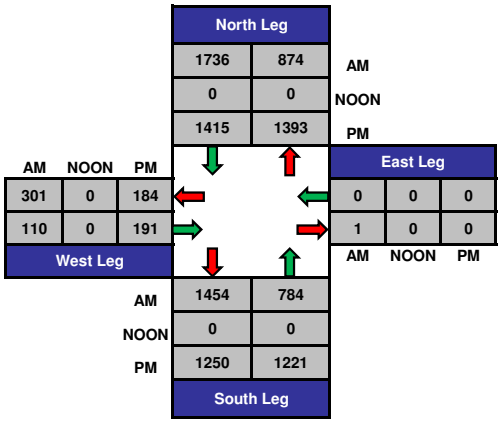
Date: 4/6/2017
Day: Thursday
Project #: 17-5213-253
City: Burbank

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

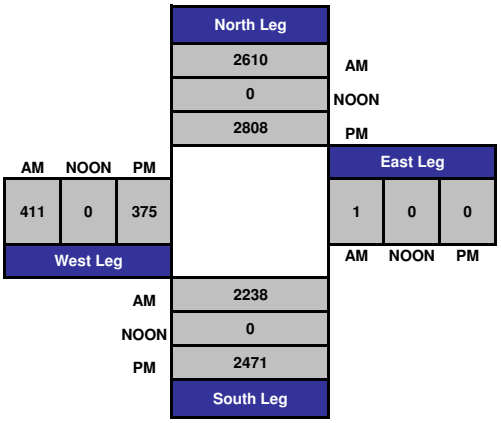


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Victory Blvd and Burbank Blvd , Burbank

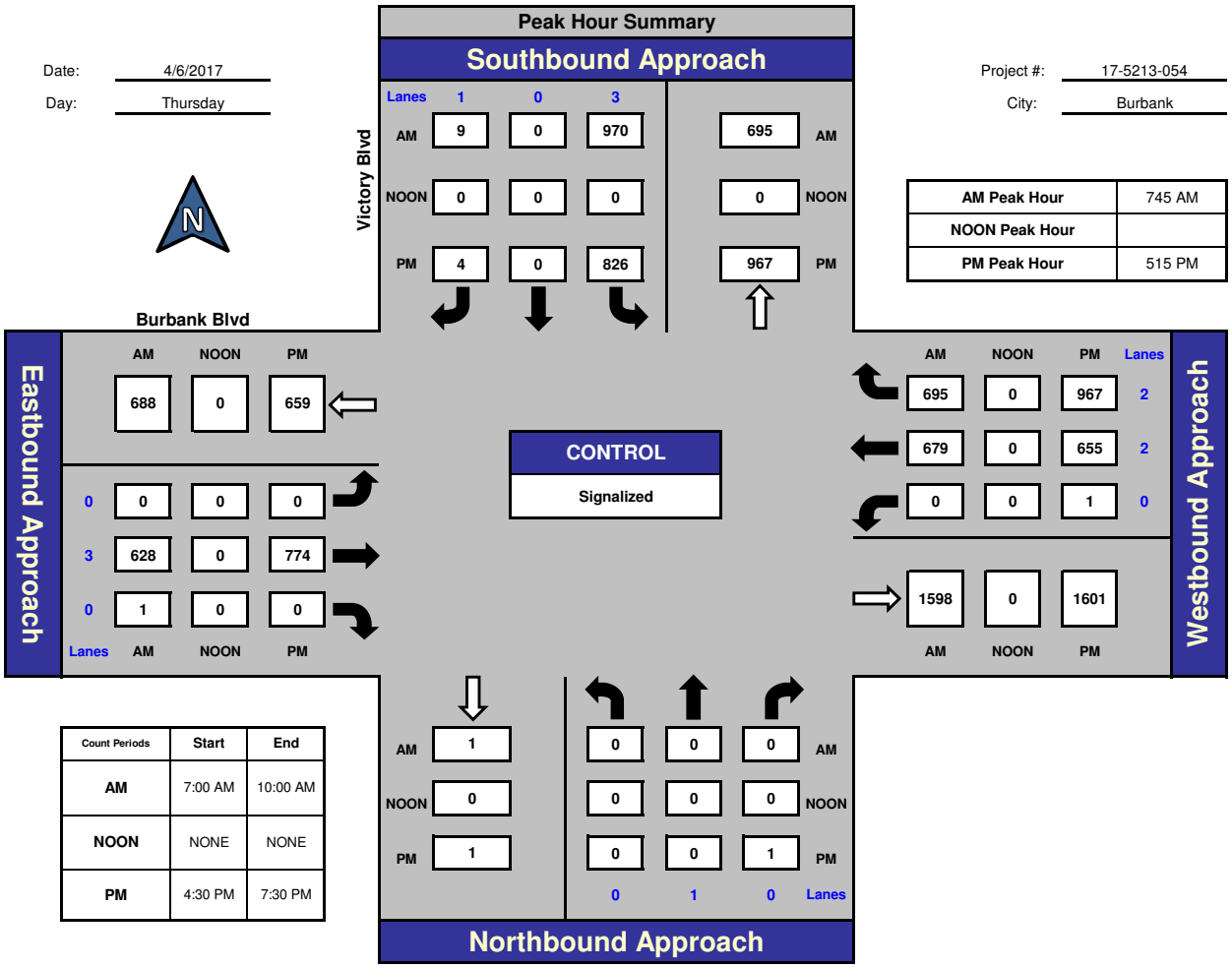
Date: 4/6/2017

Day: Thursday

Project #: 17-5213-054

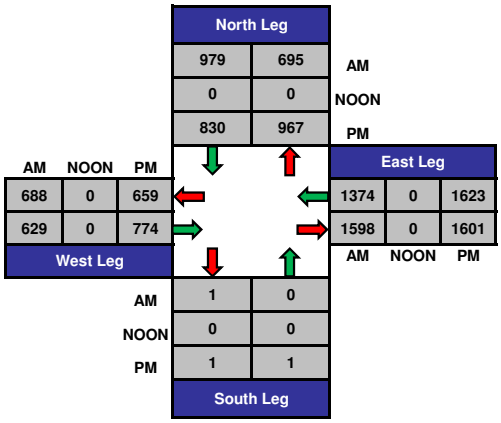
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	515 PM

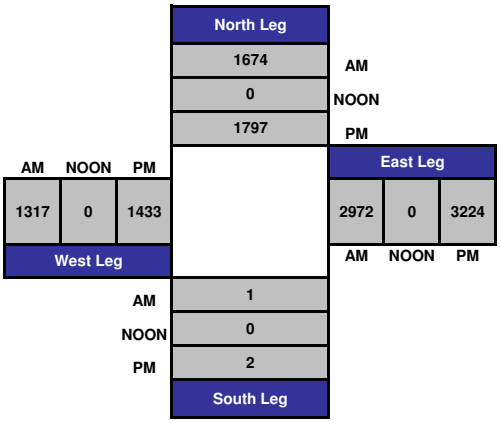


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

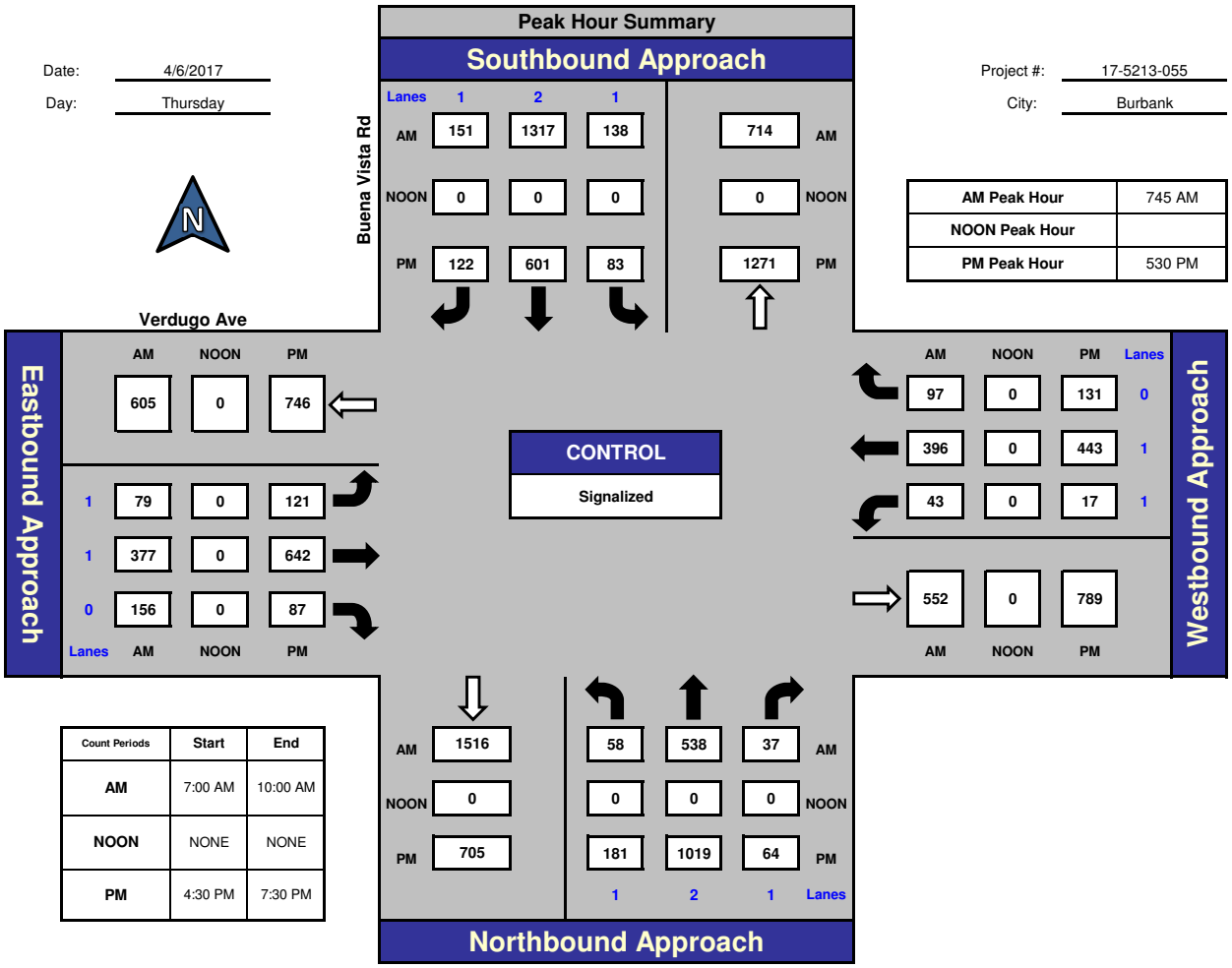
National Data & Surveying Services

Buena Vista Rd and Verdugo Ave , Burbank

Date: 4/6/2017
Day: Thursday

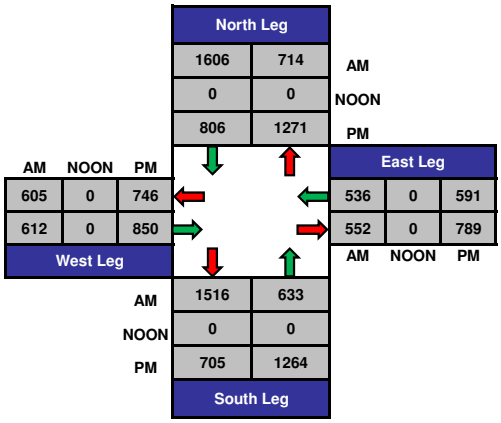
Project #: 17-5213-055
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	530 PM

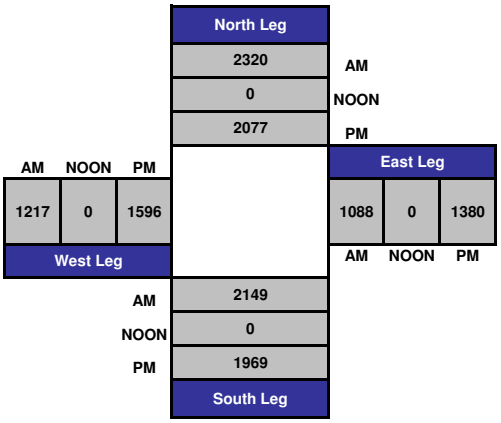


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

Total Ins & Outs



Total Volume Per Leg



NDS COUNTS - WEEKEND

ITM Peak Hour Summary

Prepared by:

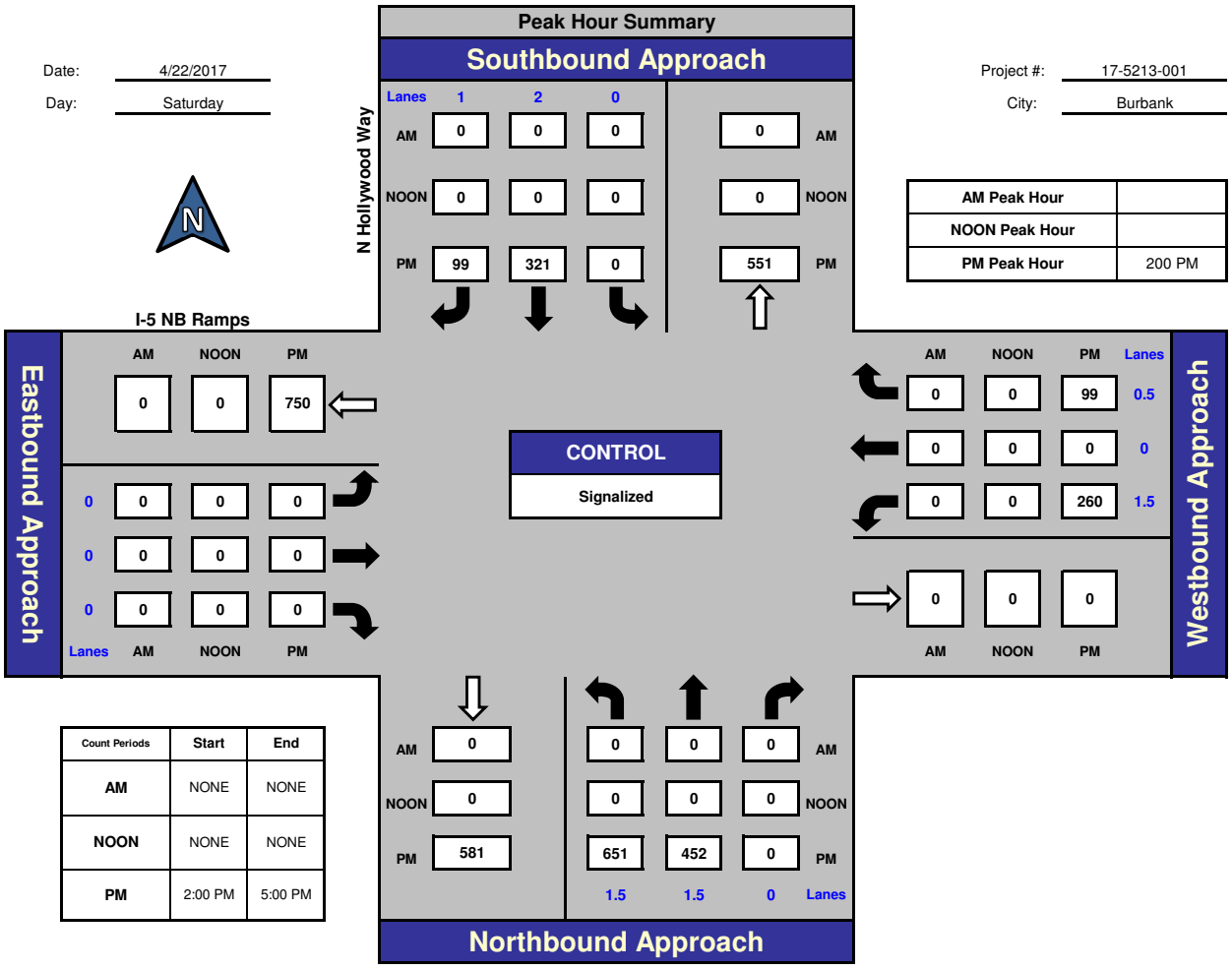
National Data & Surveying Services

N Hollywood Way and I-5 NB Ramps , Burbank

Date: 4/22/2017
Day: Saturday

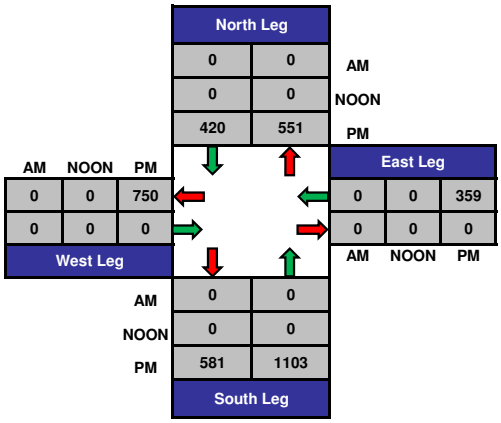
Project #: 17-5213-001
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

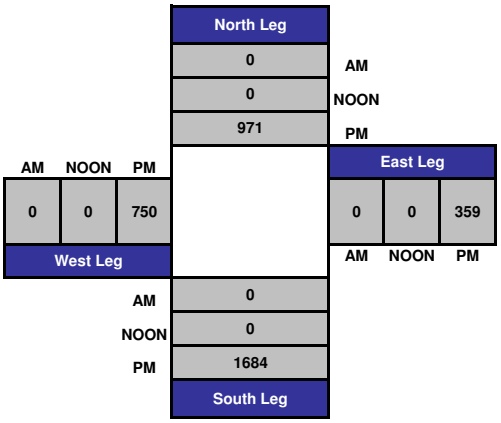


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

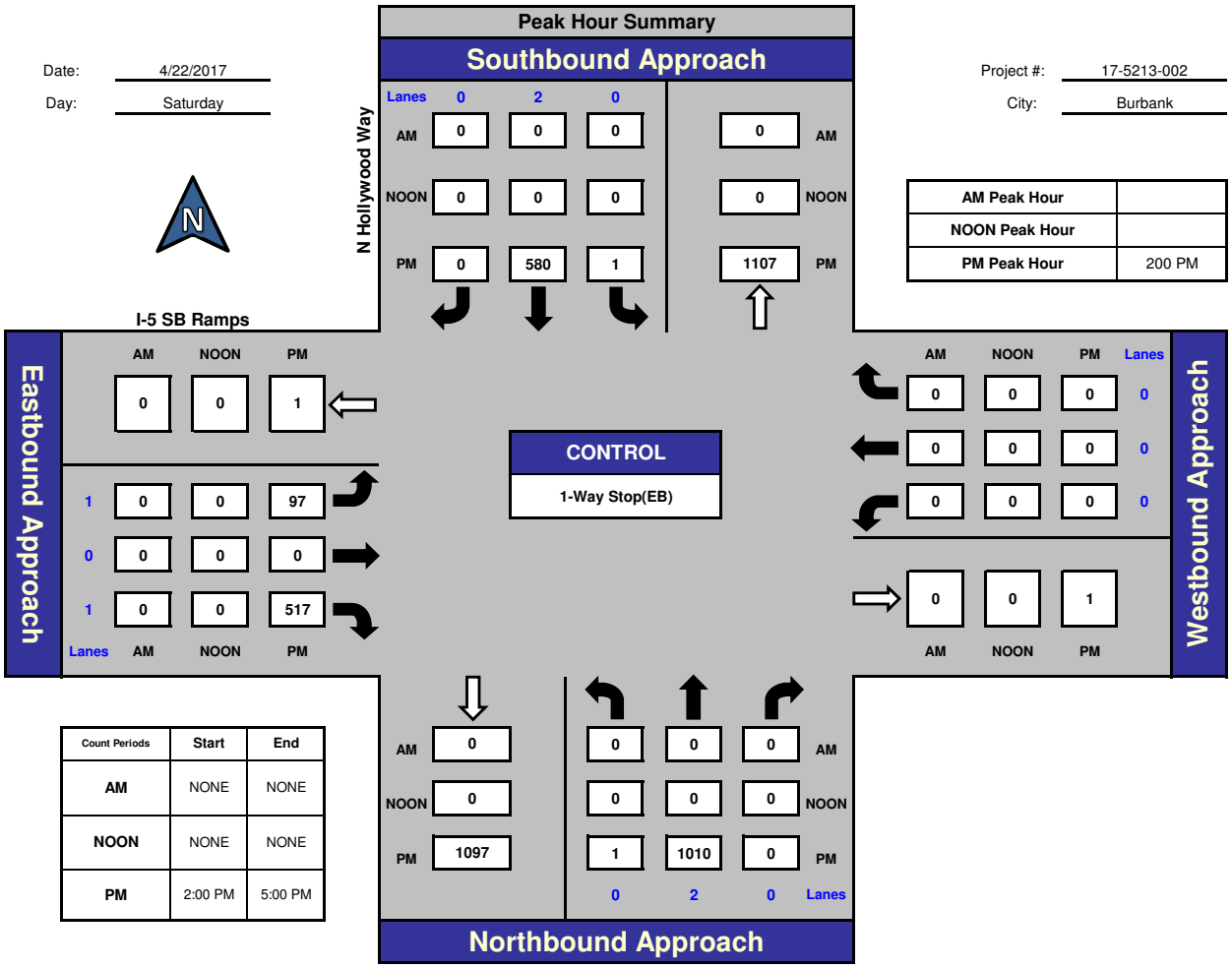
National Data & Surveying Services

N Hollywood Way and I-5 SB Ramps , Burbank

Date: 4/22/2017
Day: Saturday

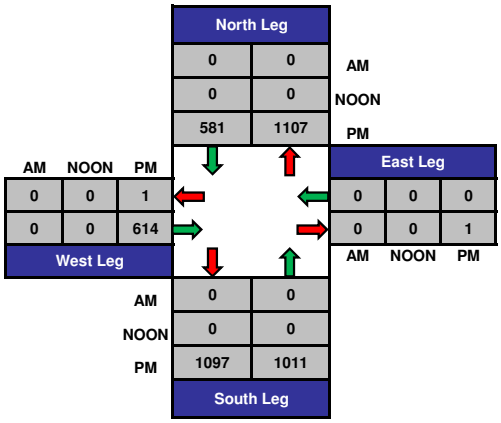
Project #: 17-5213-002
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

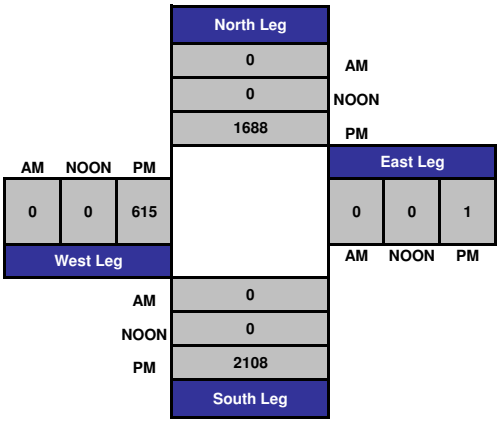


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-5 SB Ramps and N Hollywood Way , Burbank

Date: 4/22/2017
Day: Saturday

Project #: 17-5213-102
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Peak Hour Summary

Southbound Approach

Lanes	0	2	1		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	1	1010	92	1006	PM

I-5 SB Ramps

N Hollywood Way

Eastbound Approach

Lanes	AM	NOON	PM
	0	0	7
0	0	0	0
1	0	0	0
0	0	0	2

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	400

CONTROL: No Control

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Northbound Approach

Lanes	0	2	1		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	1012	6	1006	308	PM

Total Ins & Outs

	North Leg		
AM	0	0	AM
NOON	0	0	NOON
PM	1103	1006	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg		
0	0	7	0	0	0
0	0	2	0	0	400
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	1012	1320

Total Volume Per Leg

	North Leg	
AM	0	AM
NOON	0	NOON
PM	2109	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg		
0	0	9	0	0	400
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	2332

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

N Hollywood Way and Tulare Ave , Burbank

Date: 4/29/2017
Day: Saturday

Project #: 17-5213-003
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	0	3	1		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	1283	3	1243	PM

Eastbound Approach (Tulare Ave)

Lanes	AM	NOON	PM
0	0	0	1
0	0	0	0
1	0	0	0
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	3
1	0	0	0
1	0	0	2
	0	0	5

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	1285	1	1240	2	PM
		1	2	0	Lanes

CONTROL: Signalized

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	1286	1243	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	1	0	0	5
0	0	0	0	0	5
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	1285	1243

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	2529	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	1	0	0	10
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	2528

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

N Hollywood Way and Winona Ave , Burbank

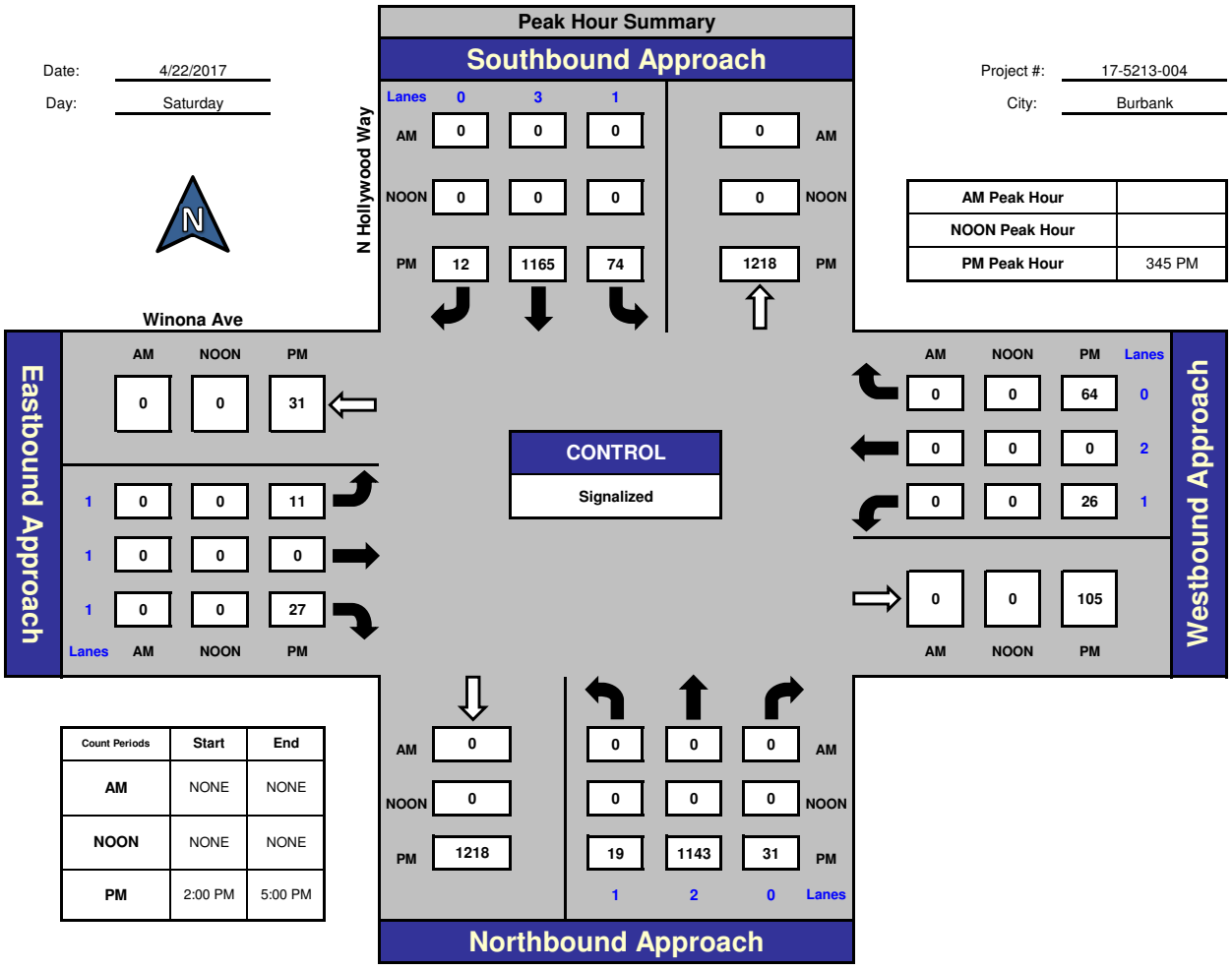
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-004

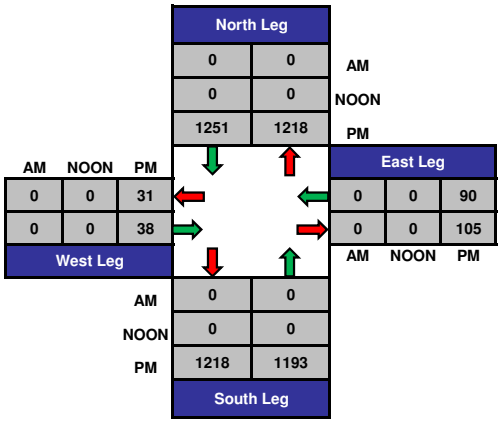
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

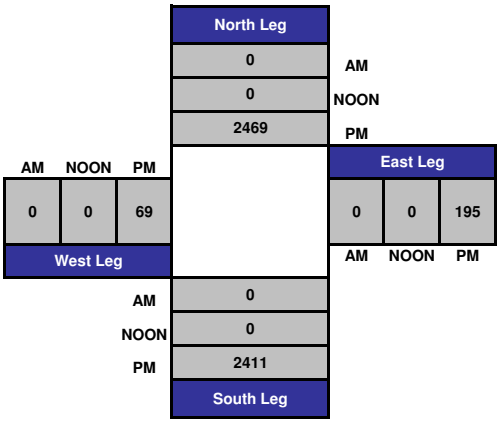


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

N Hollywood Way and Thornton Ave , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-005

City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	1	2	1		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	233	892	97	1206	PM

Eastbound Approach (Thornton Ave)

Lanes	AM	NOON	PM
	0	0	429
2	0	0	228
1	0	0	23
1	0	0	142

Westbound Approach

Lanes	AM	NOON	PM
0.5	0	0	125
0.5	0	0	44
1	0	0	63
	0	0	207

CONTROL: Signalized

Northbound Approach

Lanes	1	2	1		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	1097	152	853	87	PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	1222	1206	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg	East Leg AM	East Leg NOON	East Leg PM
0	0	429		0	0	232
0	0	393		0	0	207

	South Leg	
AM	0	0
NOON	0	0
PM	1097	1092

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	2428	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg	East Leg AM	East Leg NOON	East Leg PM
0	0	822		0	0	439

	South Leg
AM	0
NOON	0
PM	2189

ITM Peak Hour Summary

Prepared by:

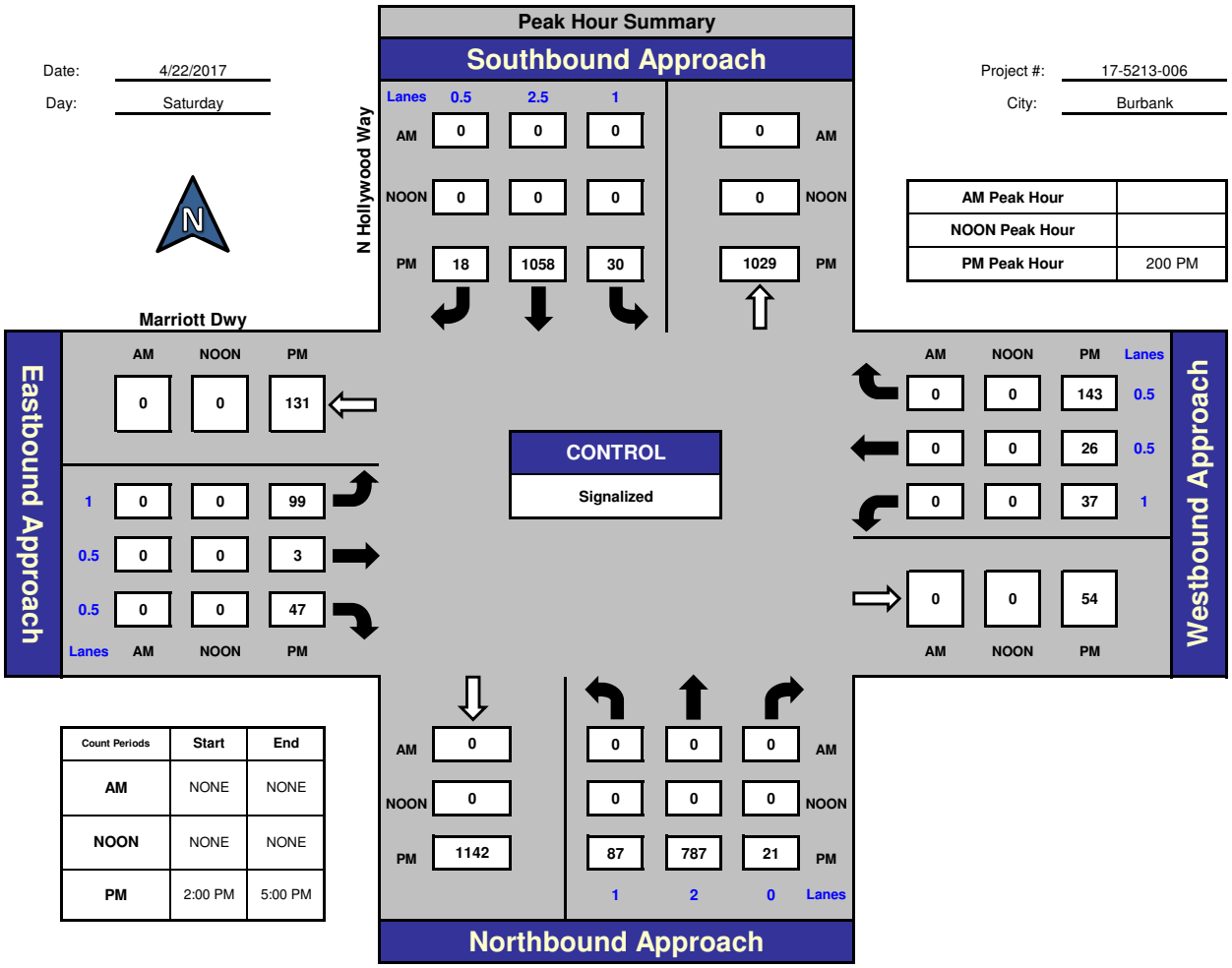
National Data & Surveying Services

N Hollywood Way and Marriott Dwy , Burbank

Date: 4/22/2017
Day: Saturday

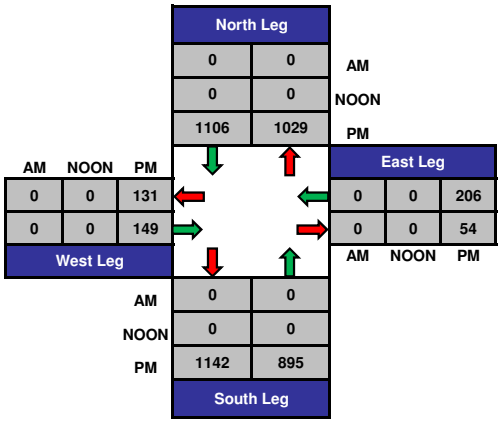
Project #: 17-5213-006
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

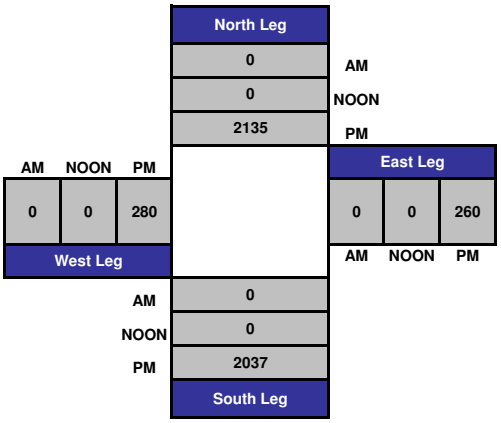


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

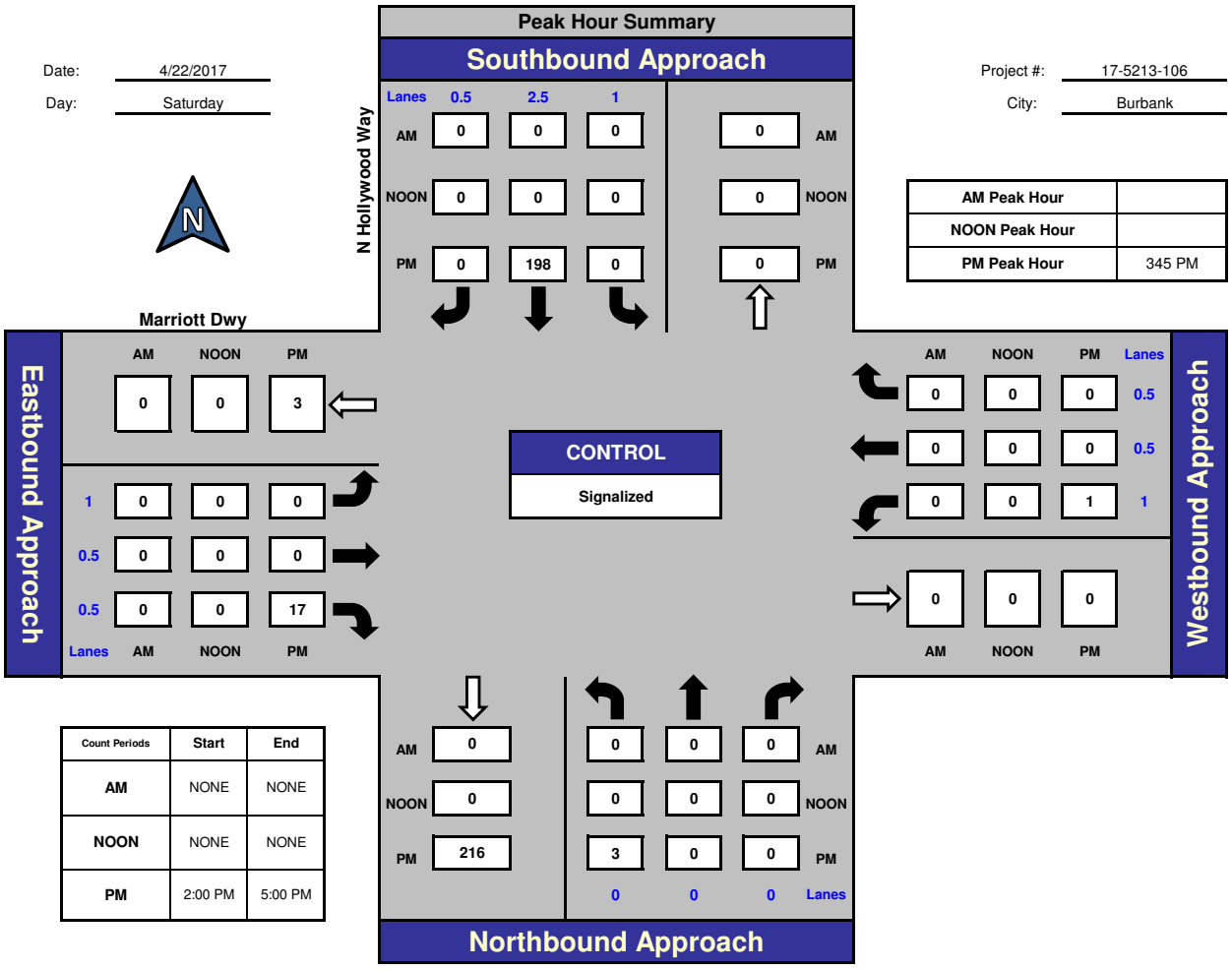
National Data & Surveying Services

N Hollywood Way and Marriott Dwy , Burbank

Date: 4/22/2017
Day: Saturday

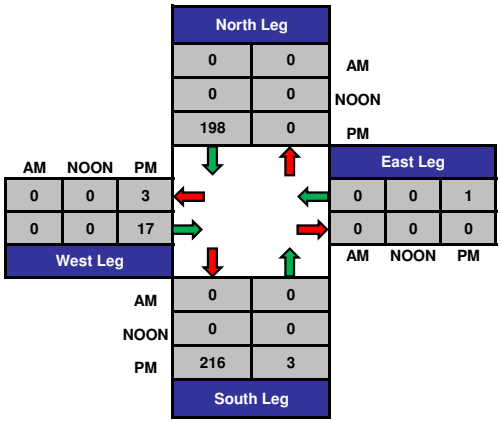
Project #: 17-5213-106
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

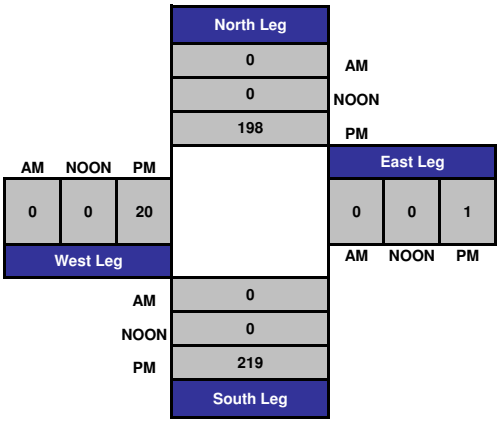


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

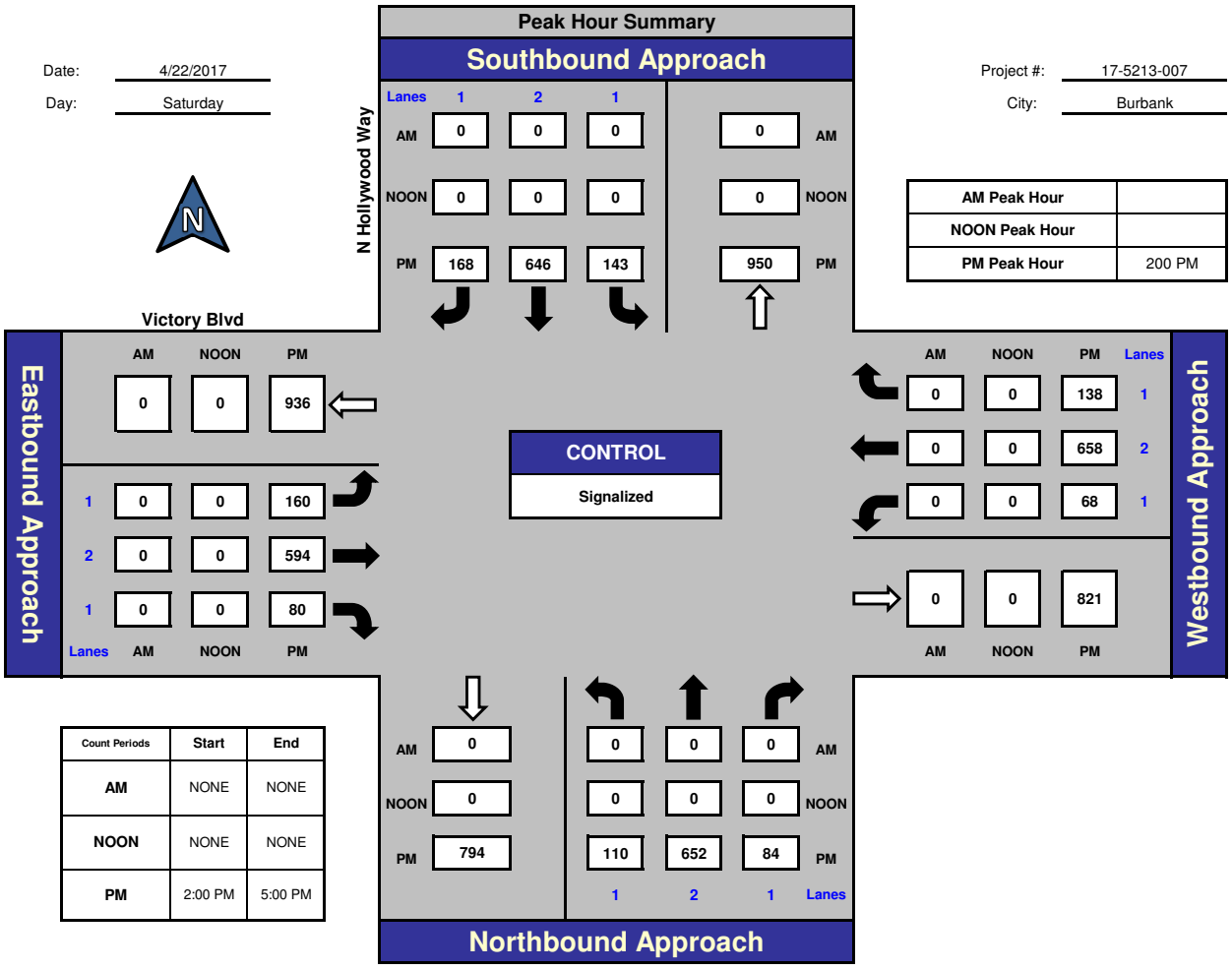
Prepared by:

National Data & Surveying Services

N Hollywood Way and Victory Blvd , Burbank

Date: 4/22/2017
Day: Saturday

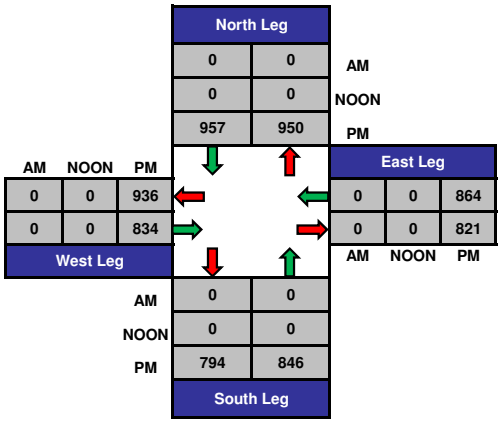
Project #: 17-5213-007
City: Burbank



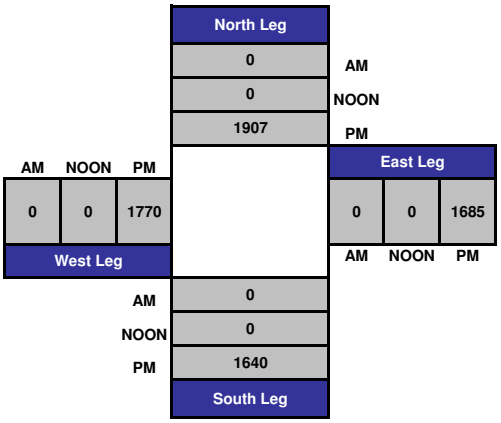
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

N Hollywood Way and Burbank Blvd , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-008

City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	0	2	1		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	81	588	101	856	PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	0	0	659
1	0	0	162
2	0	0	536
0	0	0	41

Westbound Approach

Lanes	AM	NOON	PM
1	0	0	84
2	0	0	532
1	0	0	134
	0	0	755

Northbound Approach

	1	2	0	Lanes
AM	0	0	0	AM
NOON	0	0	0	NOON
PM	763	610	118	PM
	46			

CONTROL

Signalized

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs

	North Leg			East Leg			South Leg			West Leg		
	AM	NOON	PM	AM	NOON	PM	AM	NOON	PM	AM	NOON	PM
North Leg	0	0	770	0	0	750	0	0	763	0	0	659
East Leg	0	0	856	0	0	755	0	0	774	0	0	739
South Leg	0	0	763	0	0	774						
West Leg	0	0	659	0	0	739						

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	0	0	0	0
NOON	0	0	0	0
PM	1626	1505	1537	1398

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

N Hollywood Way and Burbank Blvd , Burbank

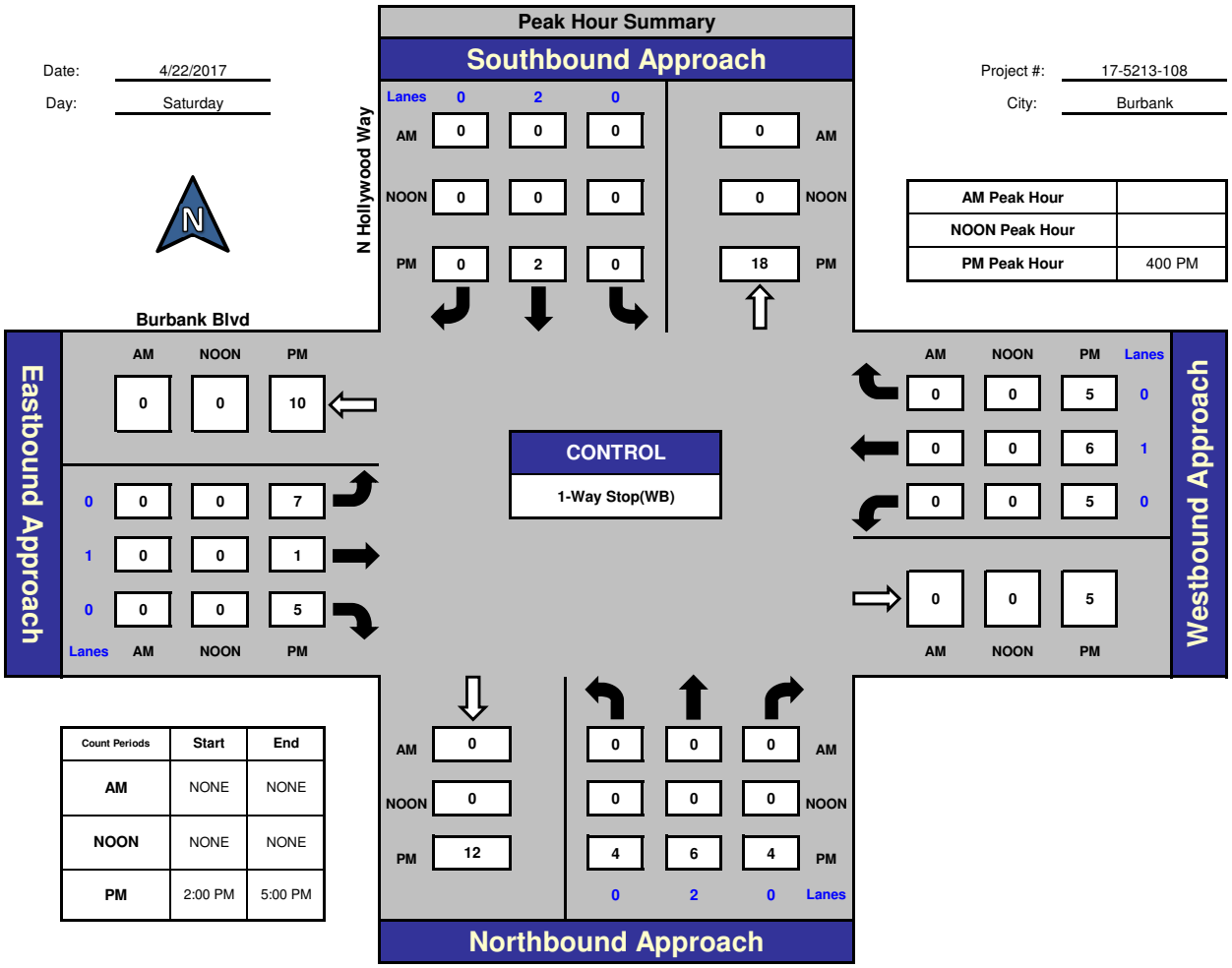
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-108

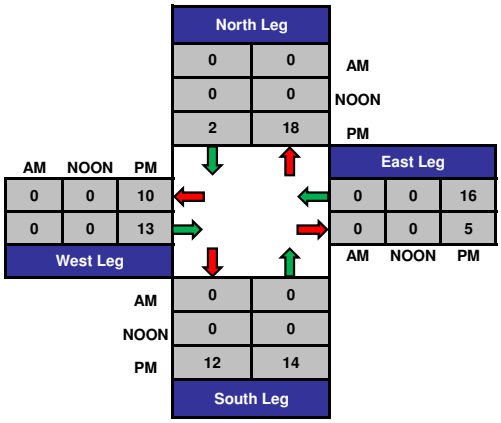
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	400 PM

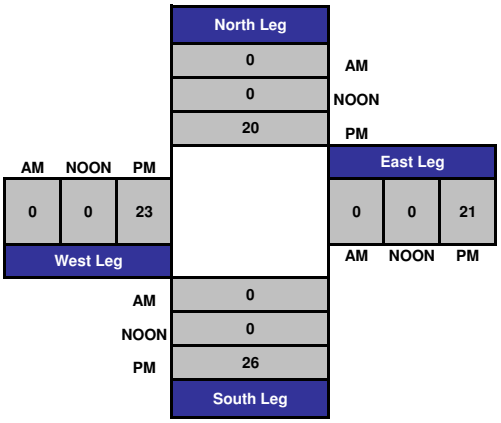


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

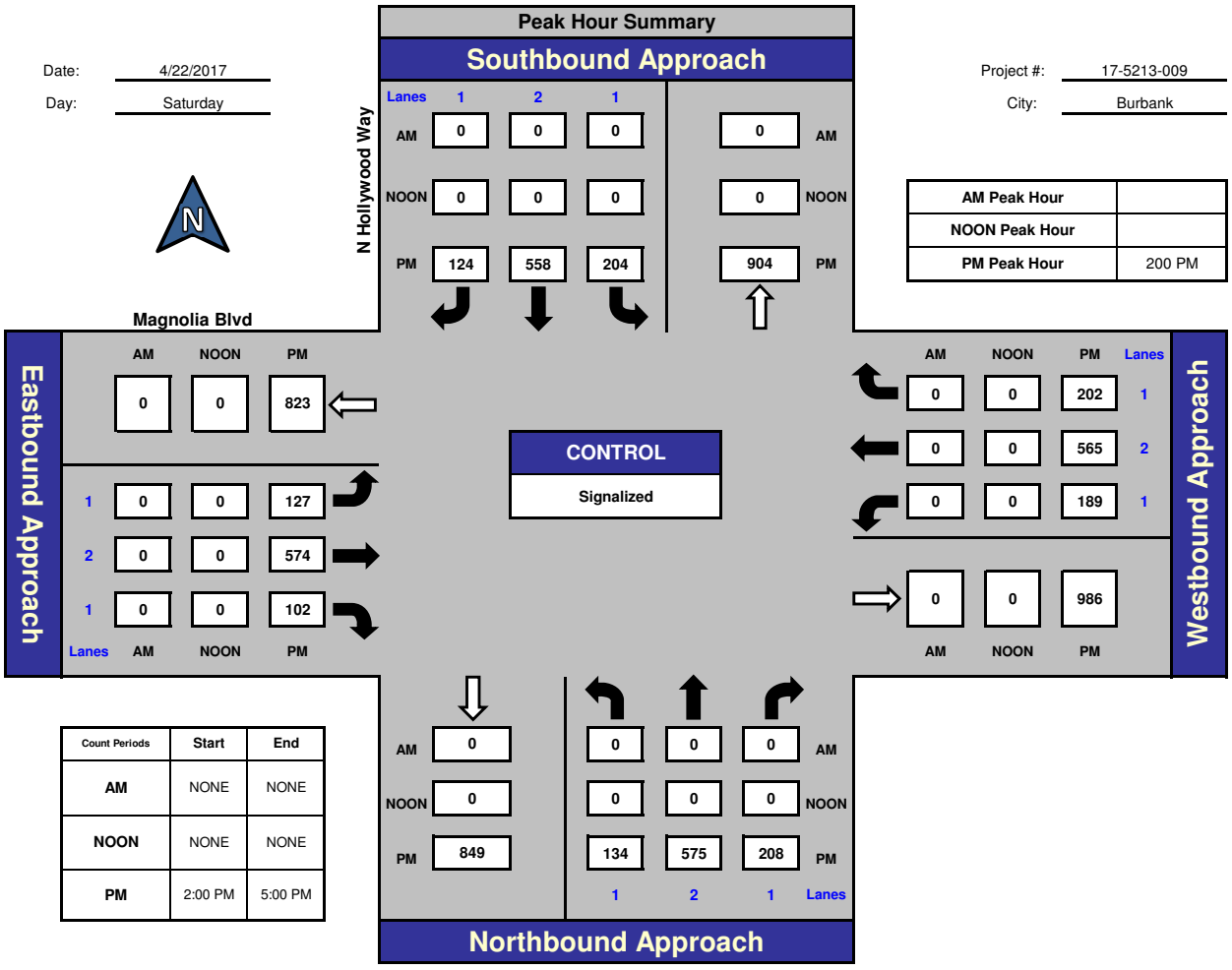
Prepared by:

National Data & Surveying Services

N Hollywood Way and Magnolia Blvd , Burbank

Date: 4/22/2017
Day: Saturday

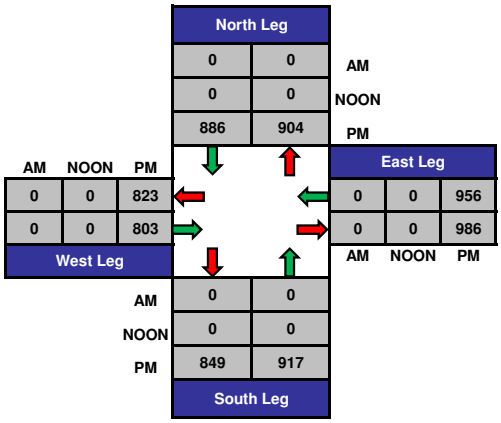
Project #: 17-5213-009
City: Burbank



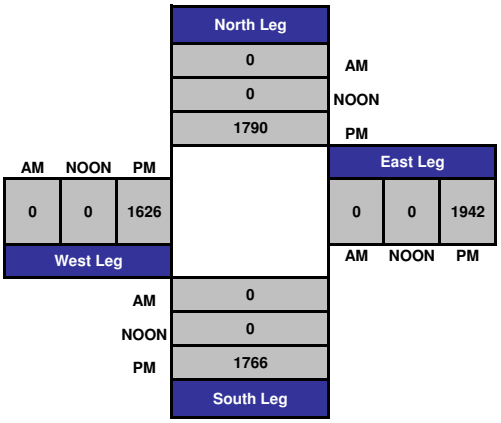
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

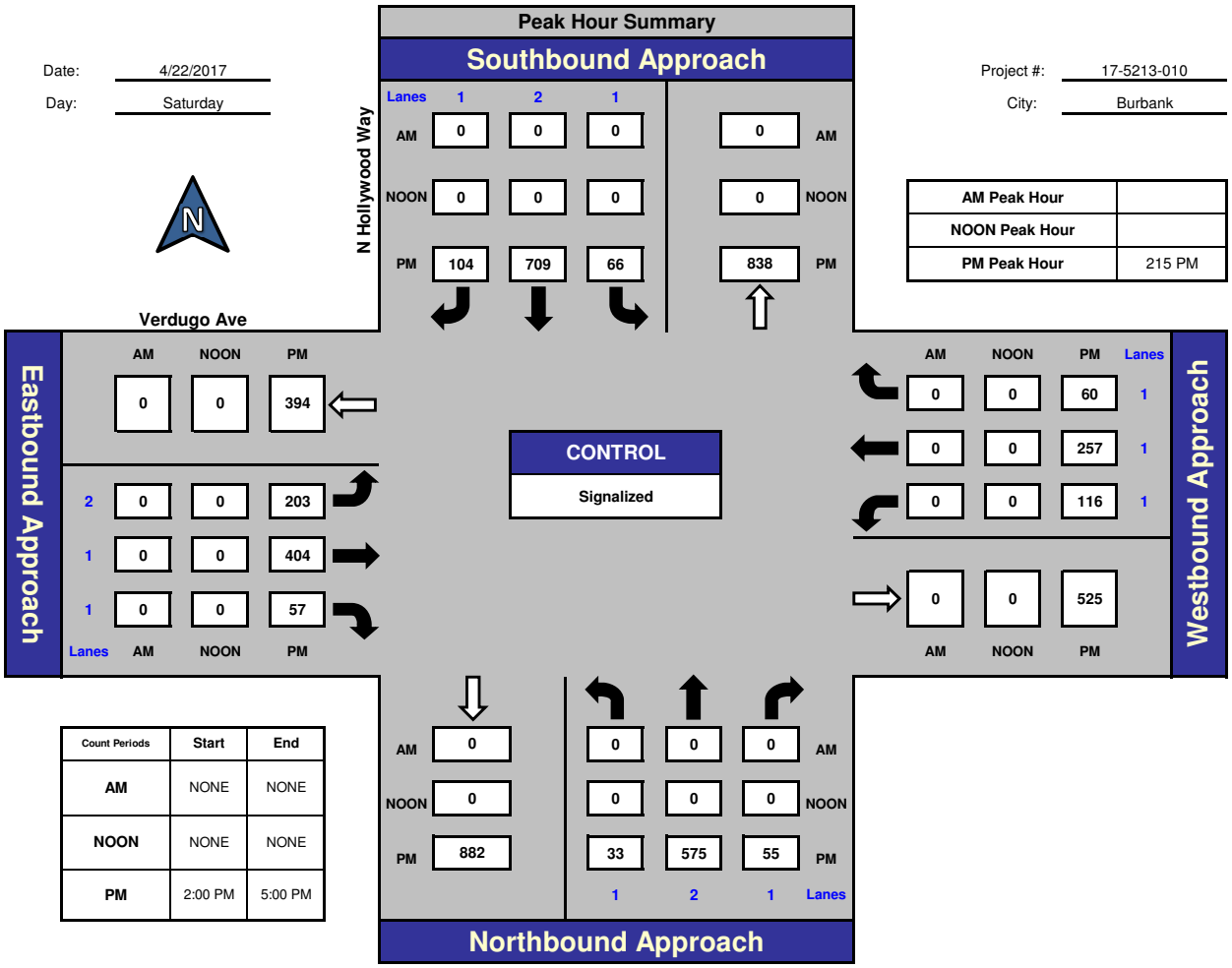
National Data & Surveying Services

N Hollywood Way and Verdugo Ave , Burbank

Date: 4/22/2017
Day: Saturday

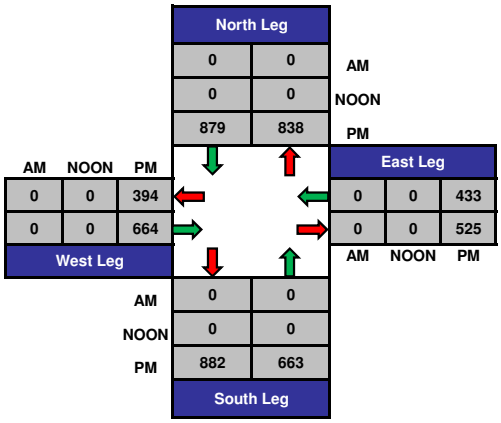
Project #: 17-5213-010
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	215 PM

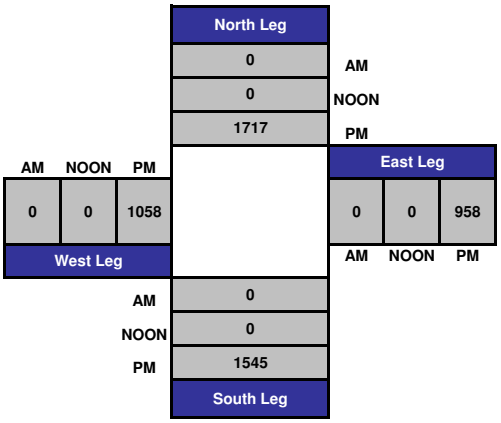


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

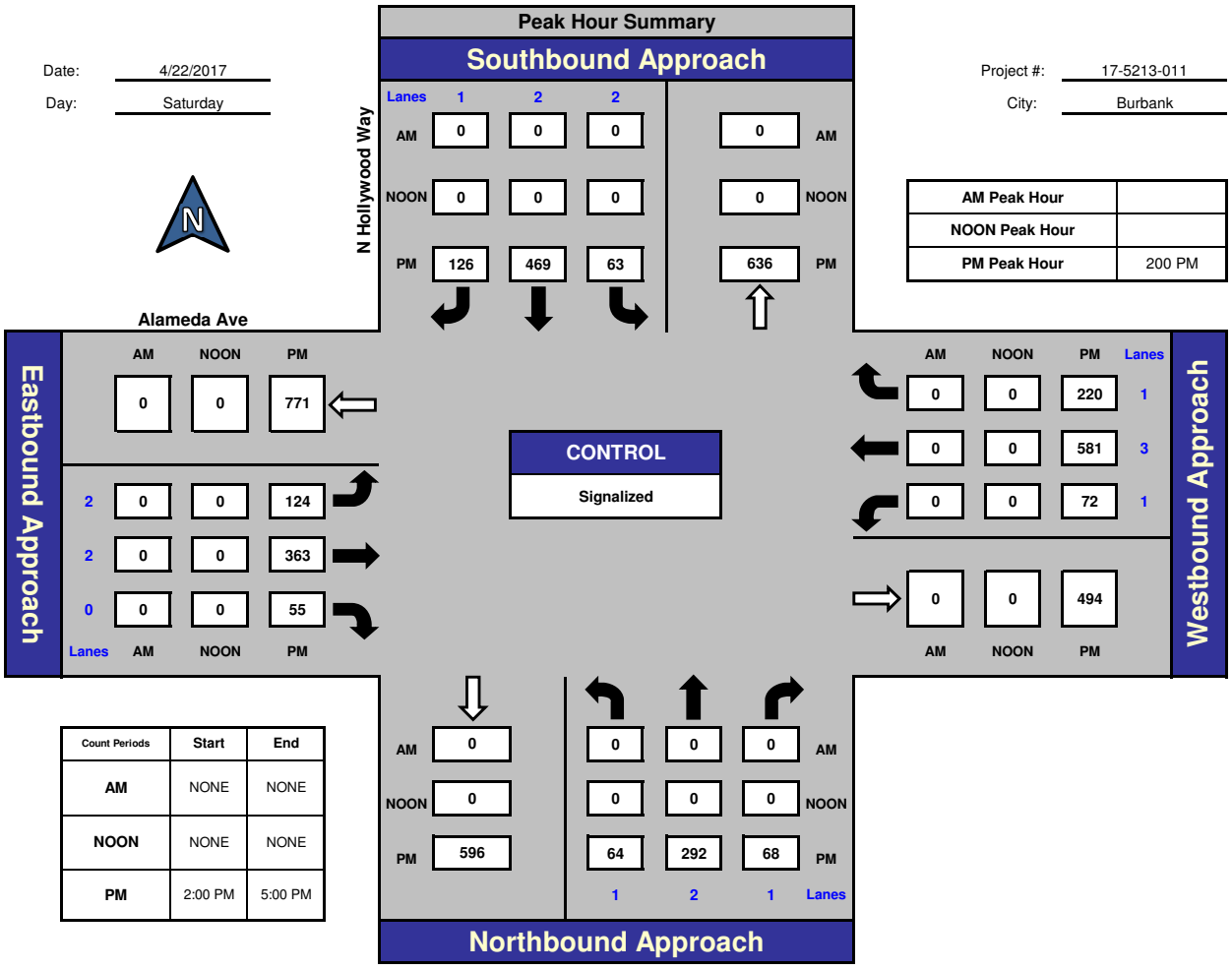
Prepared by:

National Data & Surveying Services

N Hollywood Way and Alameda Ave , Burbank

Date: 4/22/2017
Day: Saturday

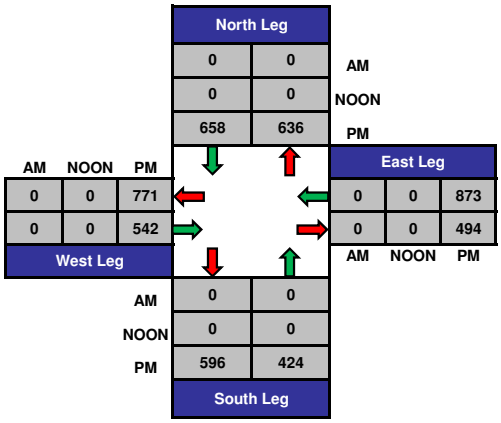
Project #: 17-5213-011
City: Burbank



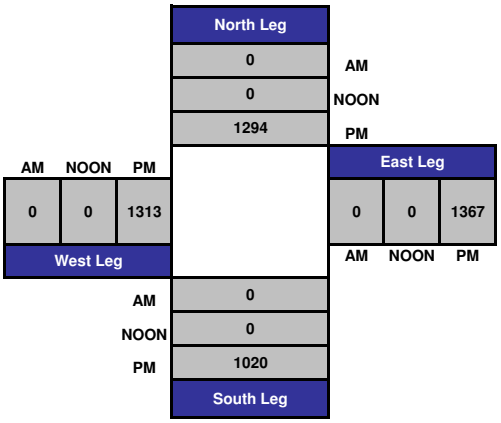
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

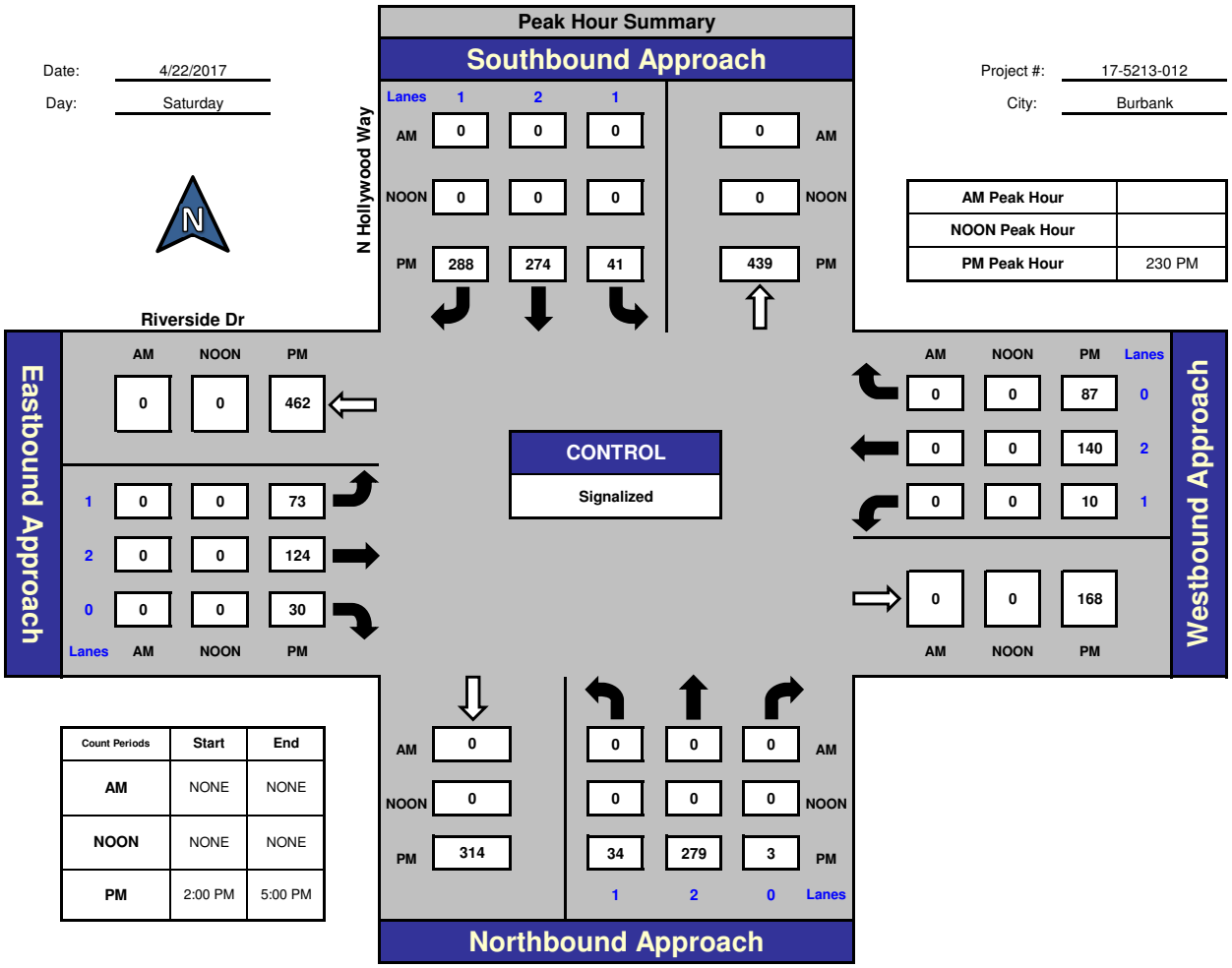
National Data & Surveying Services

N Hollywood Way and Riverside Dr , Burbank

Date: 4/22/2017
Day: Saturday

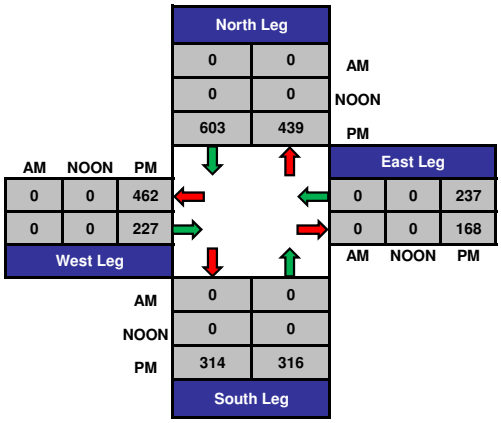
Project #: 17-5213-012
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	230 PM

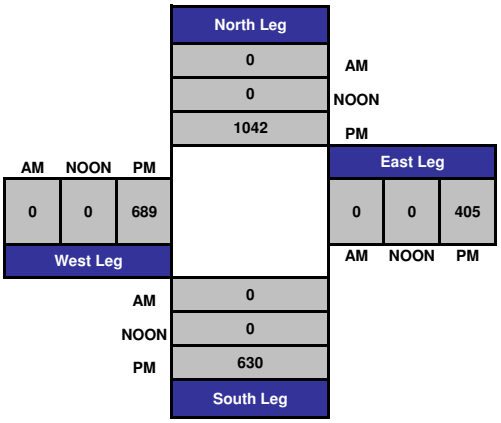


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

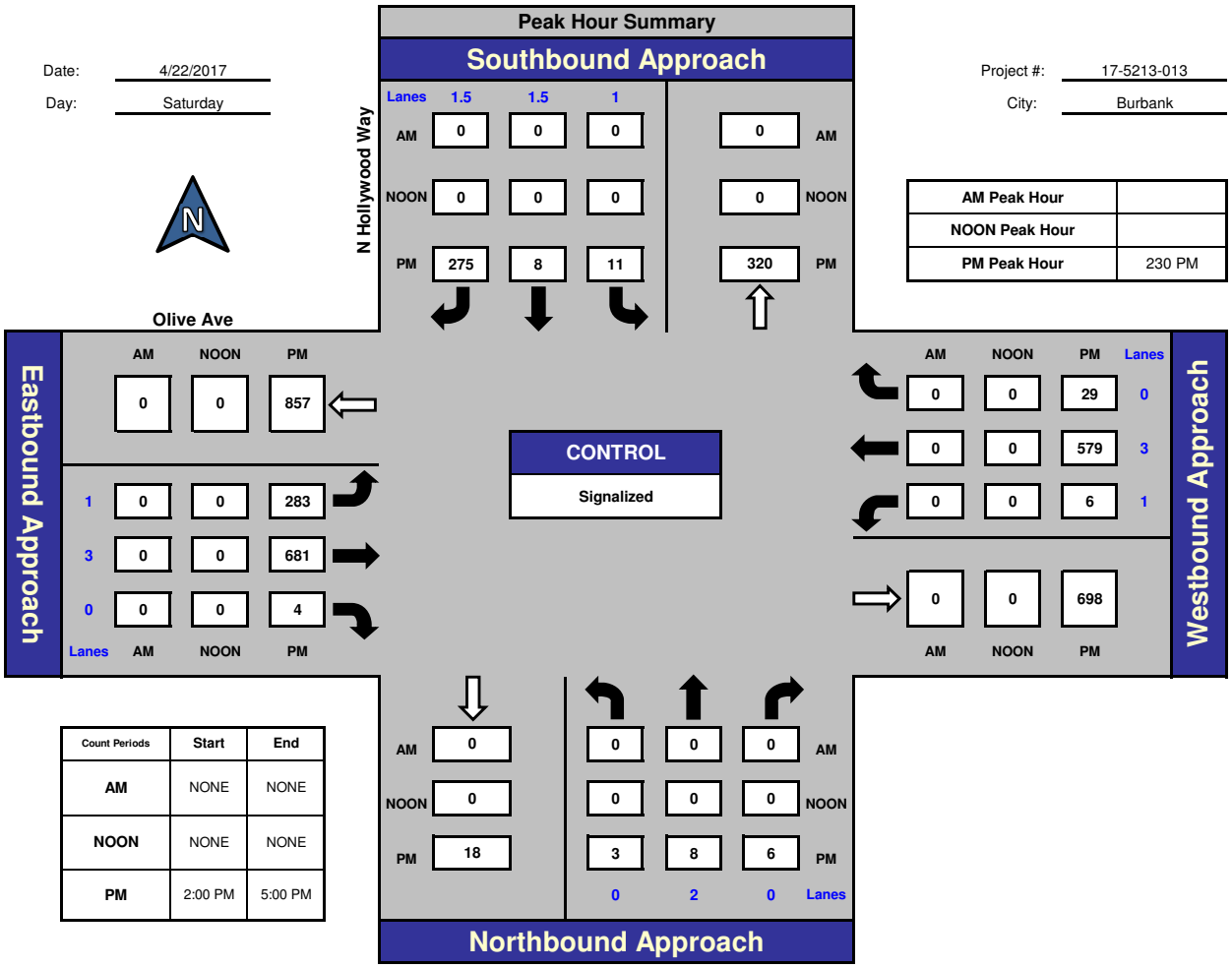
Prepared by:

National Data & Surveying Services

N Hollywood Way and Olive Ave , Burbank

Date: 4/22/2017
Day: Saturday

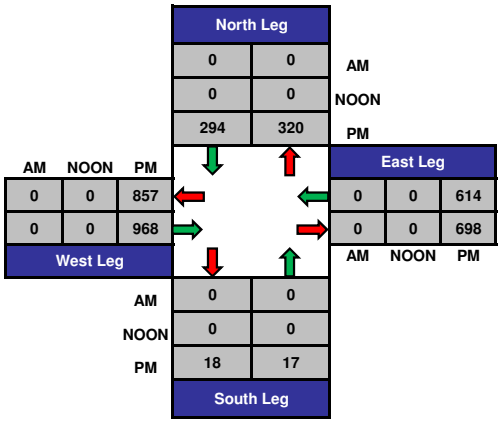
Project #: 17-5213-013
City: Burbank



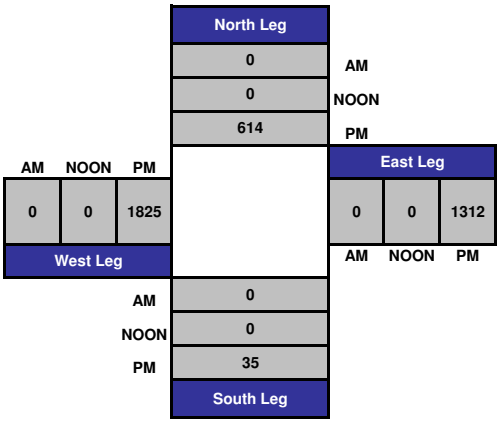
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	230 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

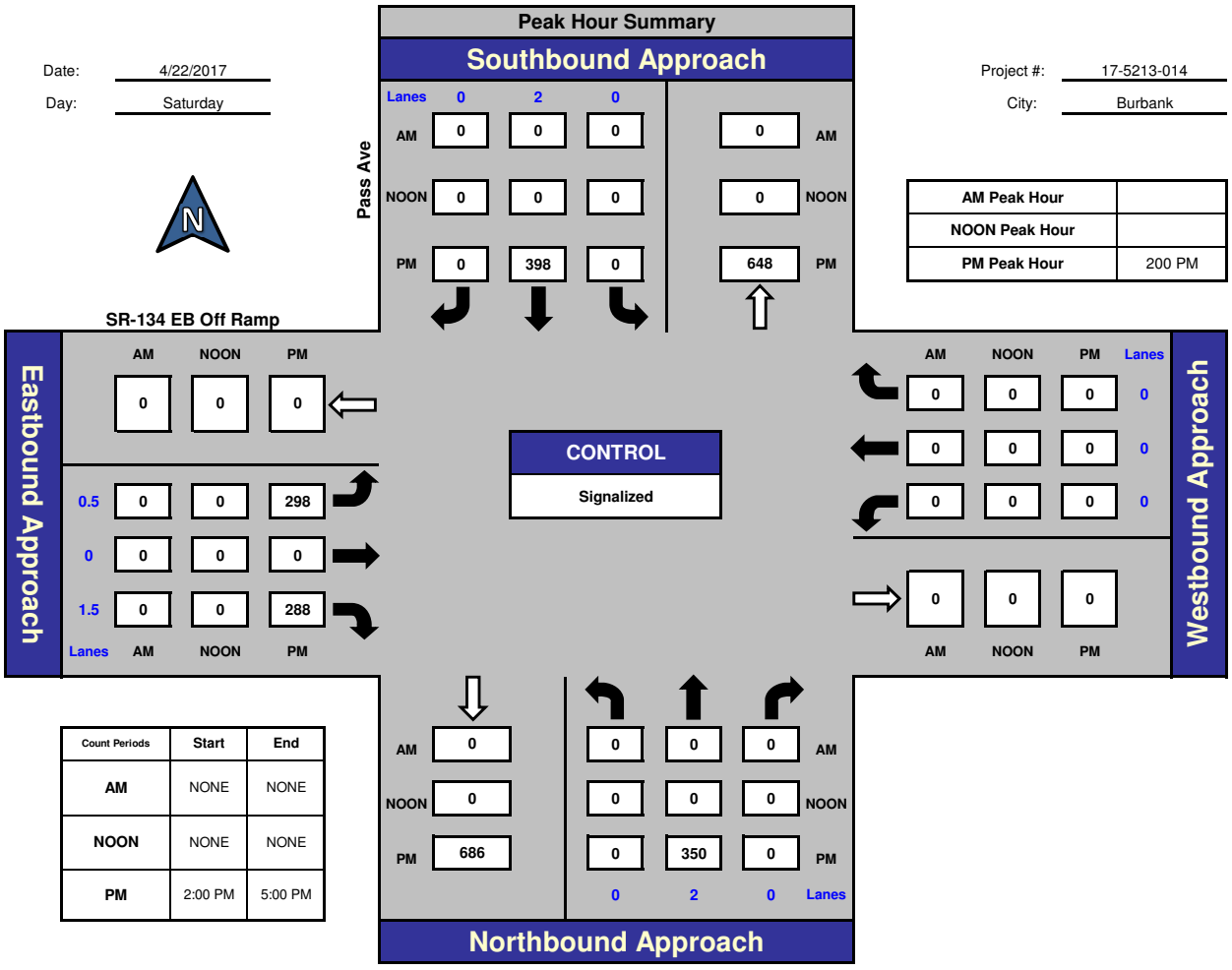
National Data & Surveying Services

Pass Ave and SR-134 EB Off Ramp , Burbank

Date: 4/22/2017
Day: Saturday

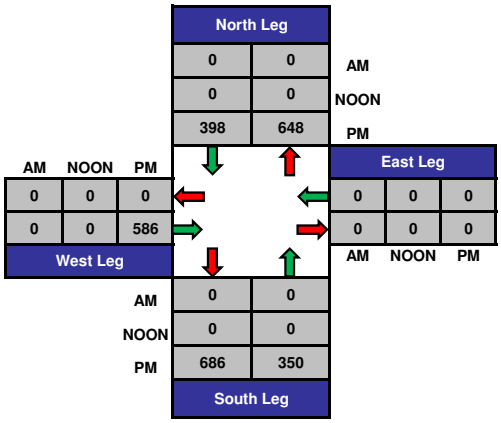
Project #: 17-5213-014
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

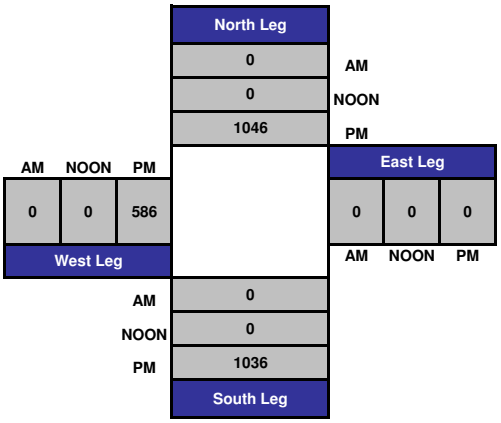


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

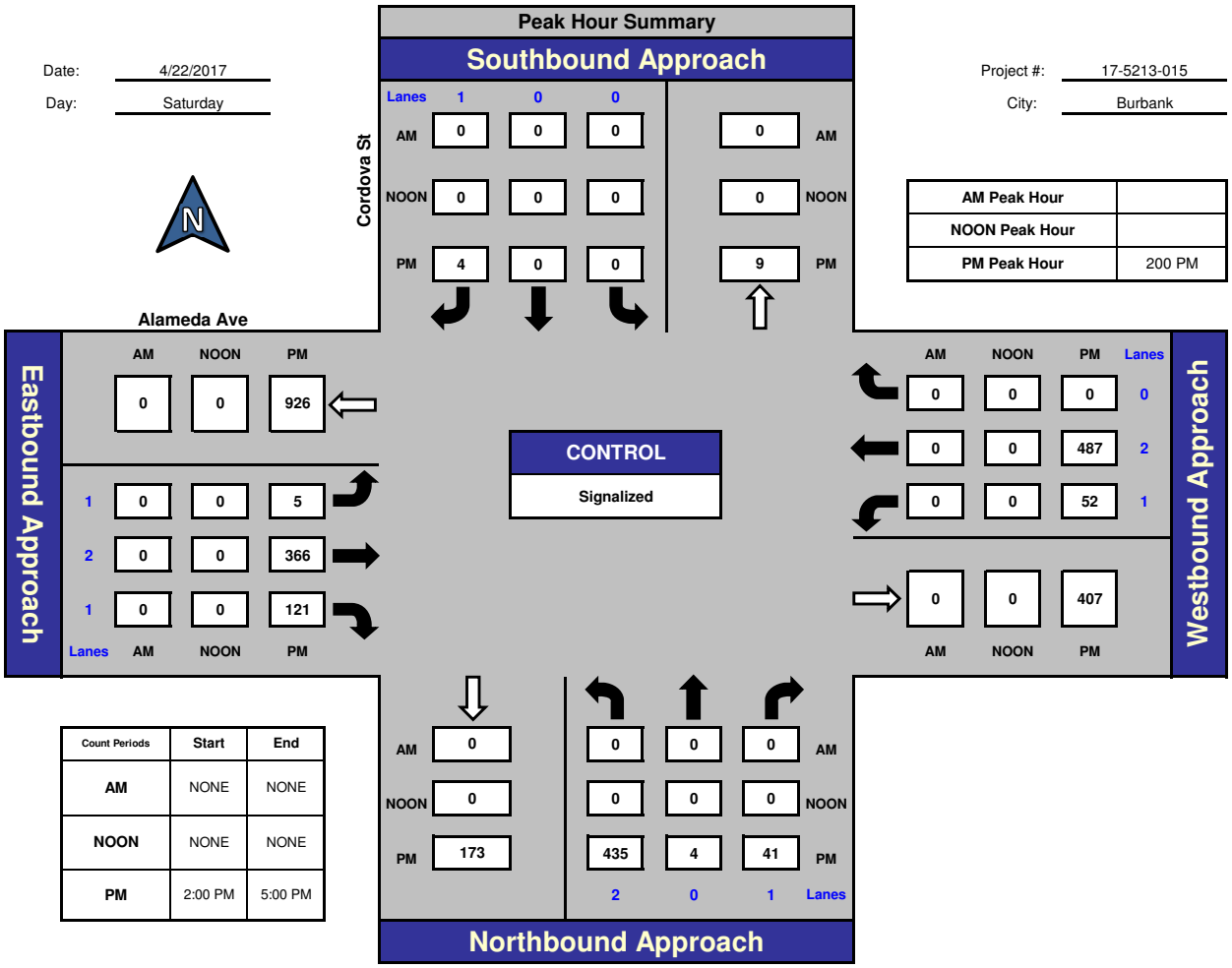
National Data & Surveying Services

Cordova St and Alameda Ave , Burbank

Date: 4/22/2017
Day: Saturday

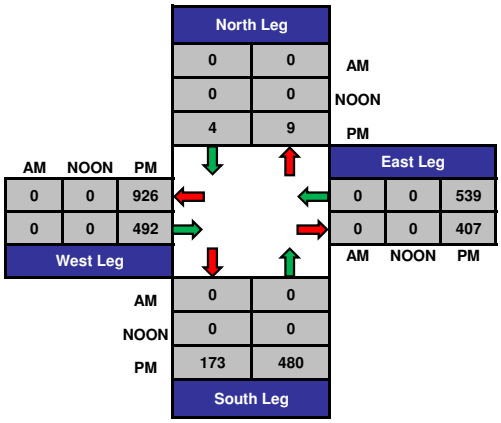
Project #: 17-5213-015
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

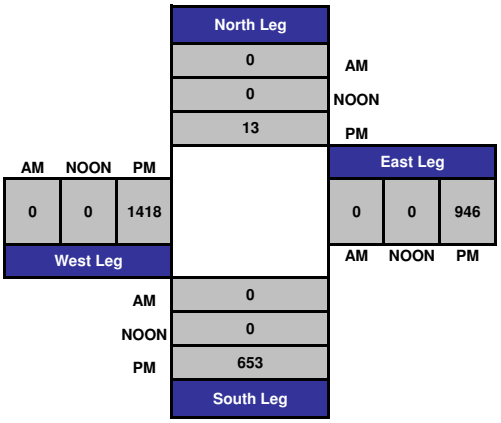


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Glenoaks Blvd , Burbank

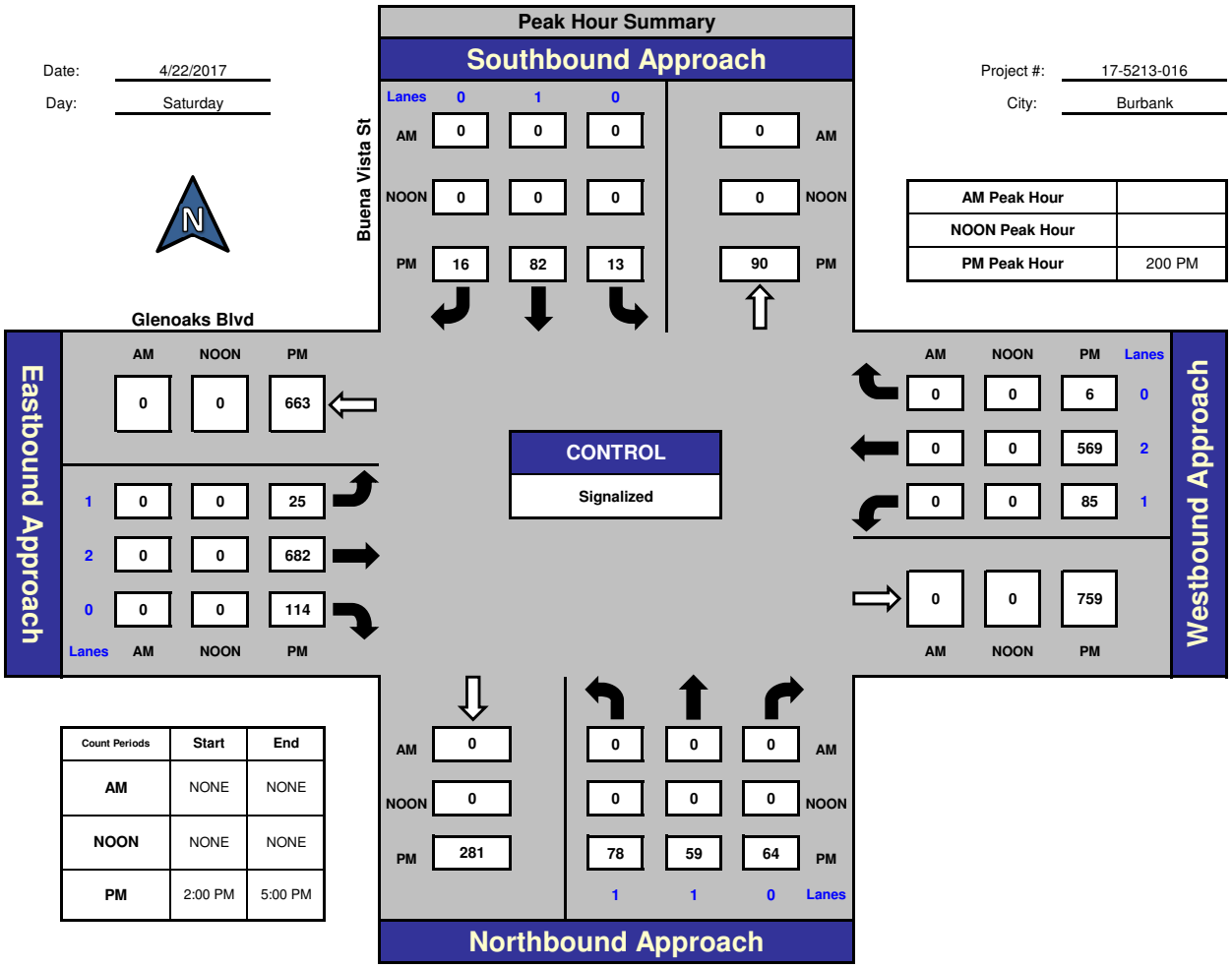
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-016

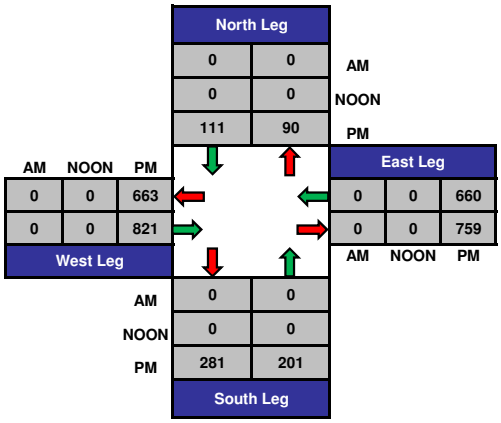
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

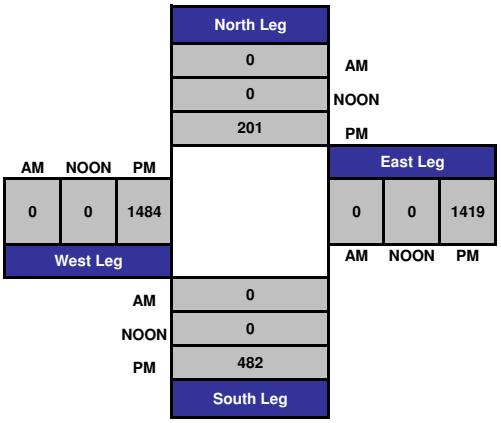


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

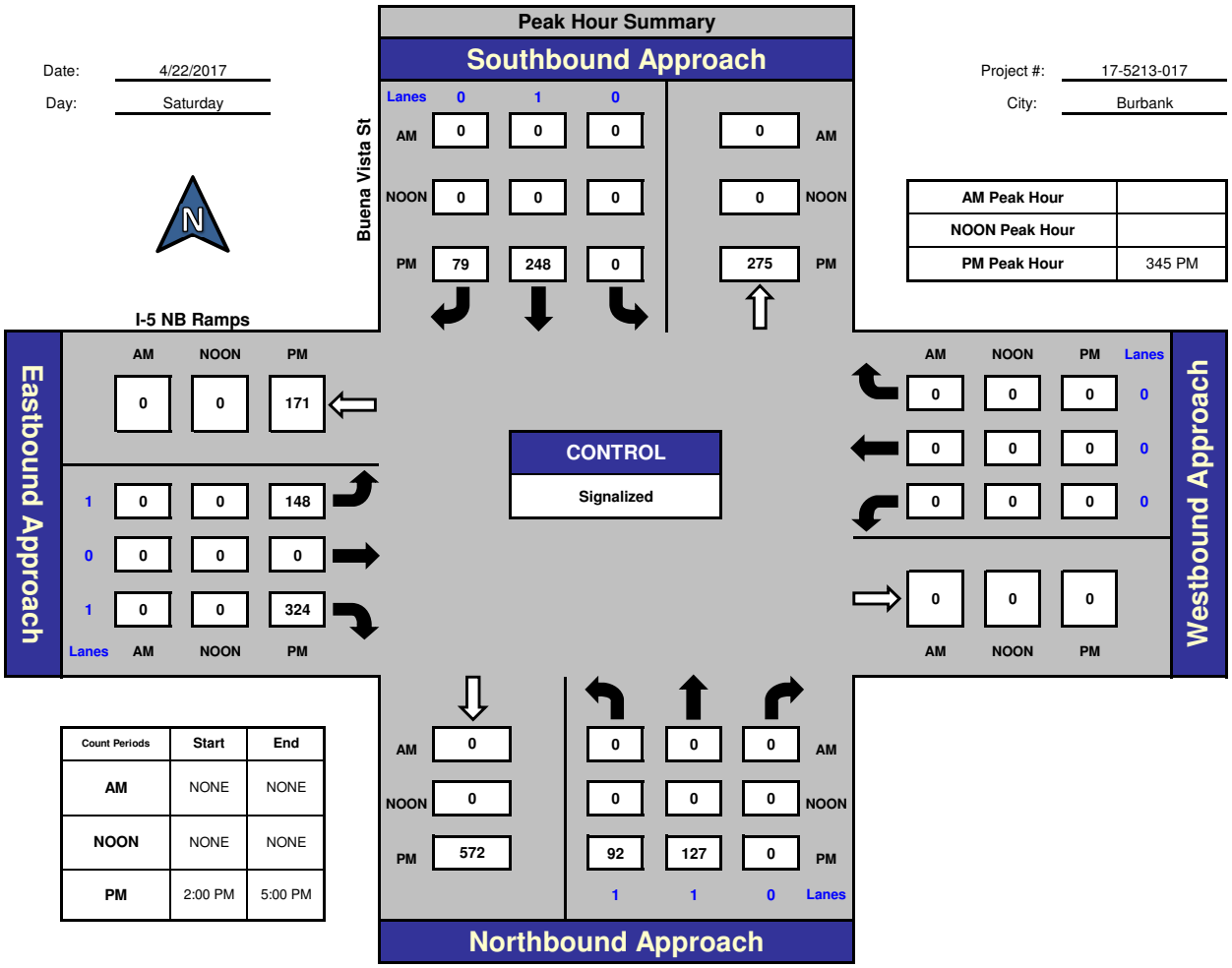
National Data & Surveying Services

Buena Vista St and I-5 NB Ramps , Burbank

Date: 4/22/2017
Day: Saturday

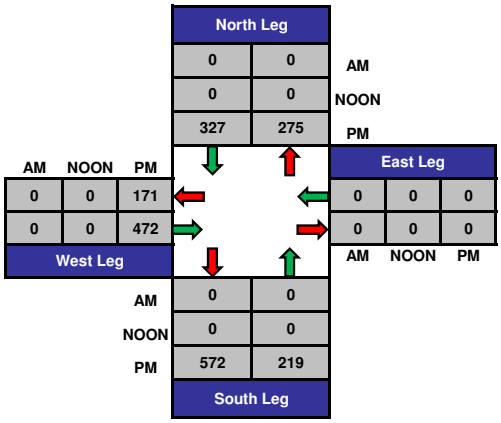
Project #: 17-5213-017
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

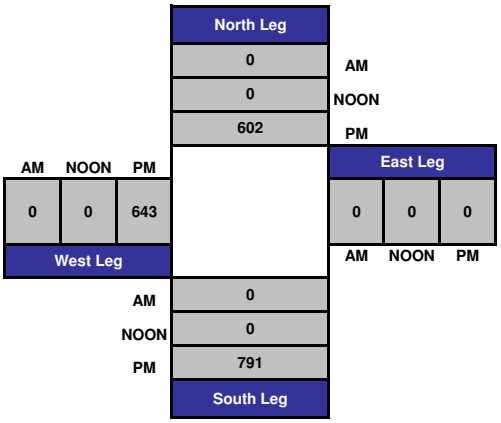


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

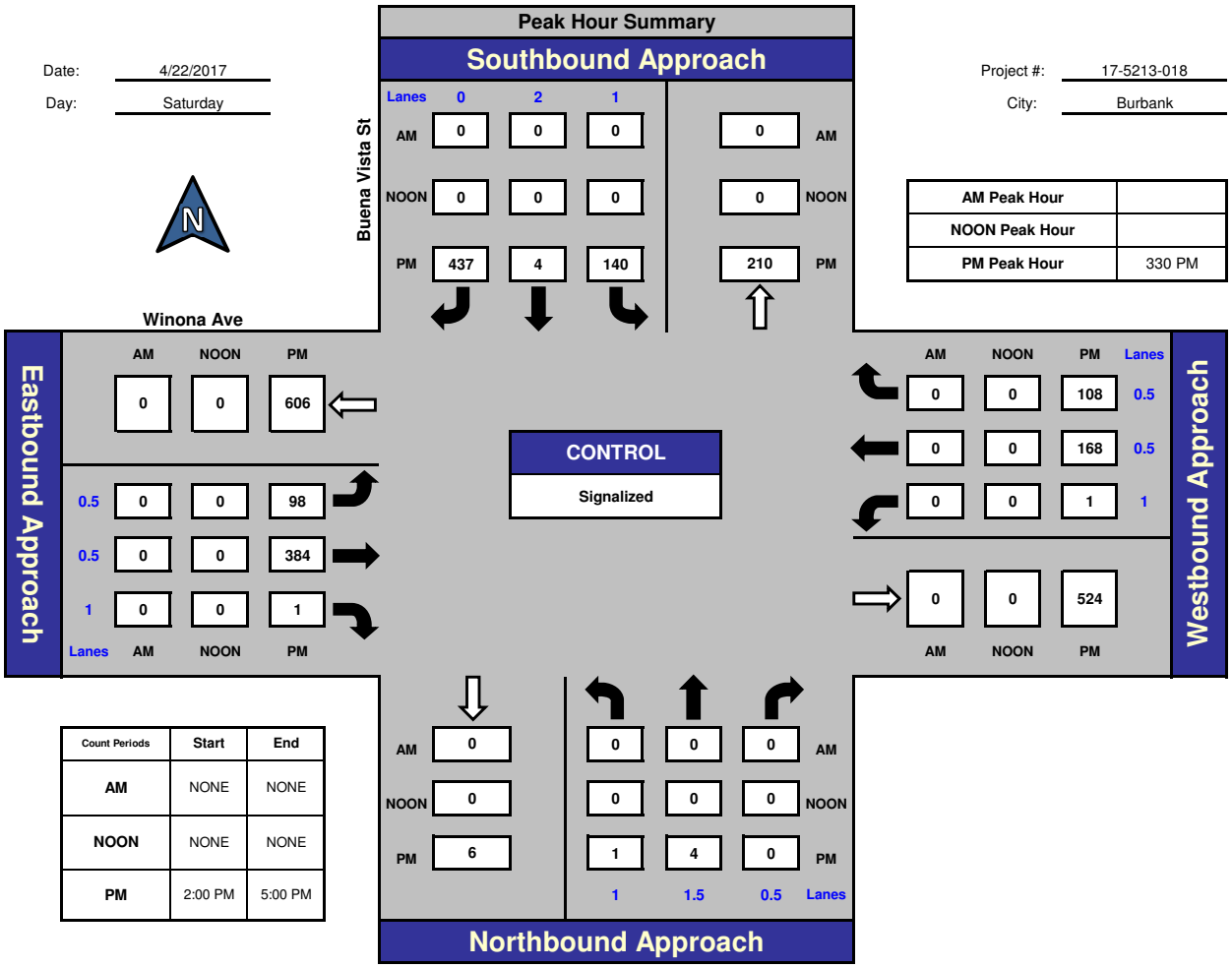
National Data & Surveying Services

Buena Vista St and Winona Ave , Burbank

Date: 4/22/2017
Day: Saturday

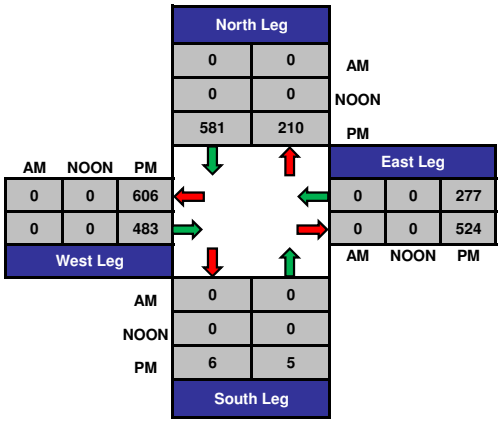
Project #: 17-5213-018
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	330 PM

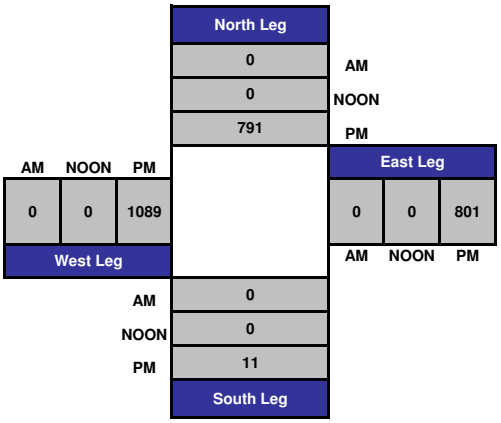


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and San Fernando Blvd , Burbank

Date: 4/22/2017
Day: Saturday

Project #: 17-5213-019
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

Peak Hour Summary

Southbound Approach (Buena Vista St)

Lanes	0	2	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	1	0	0	3	PM

Eastbound Approach (San Fernando Blvd)

Lanes	AM	NOON	PM
	0	0	905
0	0	0	3
1	0	0	215
0	0	0	86

Westbound Approach (San Fernando Blvd)

AM	NOON	PM	Lanes
0	0	0	1
0	0	532	1
0	0	87	1
0	0	442	

Northbound Approach

AM	0	0	0	AM
NOON	0	0	0	NOON
PM	173	372	0	227	PM
Lanes		1	2	0	Lanes

CONTROL: Signalized

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs

	North Leg		
AM	0	0	AM
NOON	0	0	NOON
PM	1	3	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg		
0	0	905	0	0	619
0	0	304	0	0	442
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	173	599

Total Volume Per Leg

	North Leg	
AM	0	AM
NOON	0	NOON
PM	4	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg		
0	0	1209	0	0	1061
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	772

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Thornton Ave , Burbank

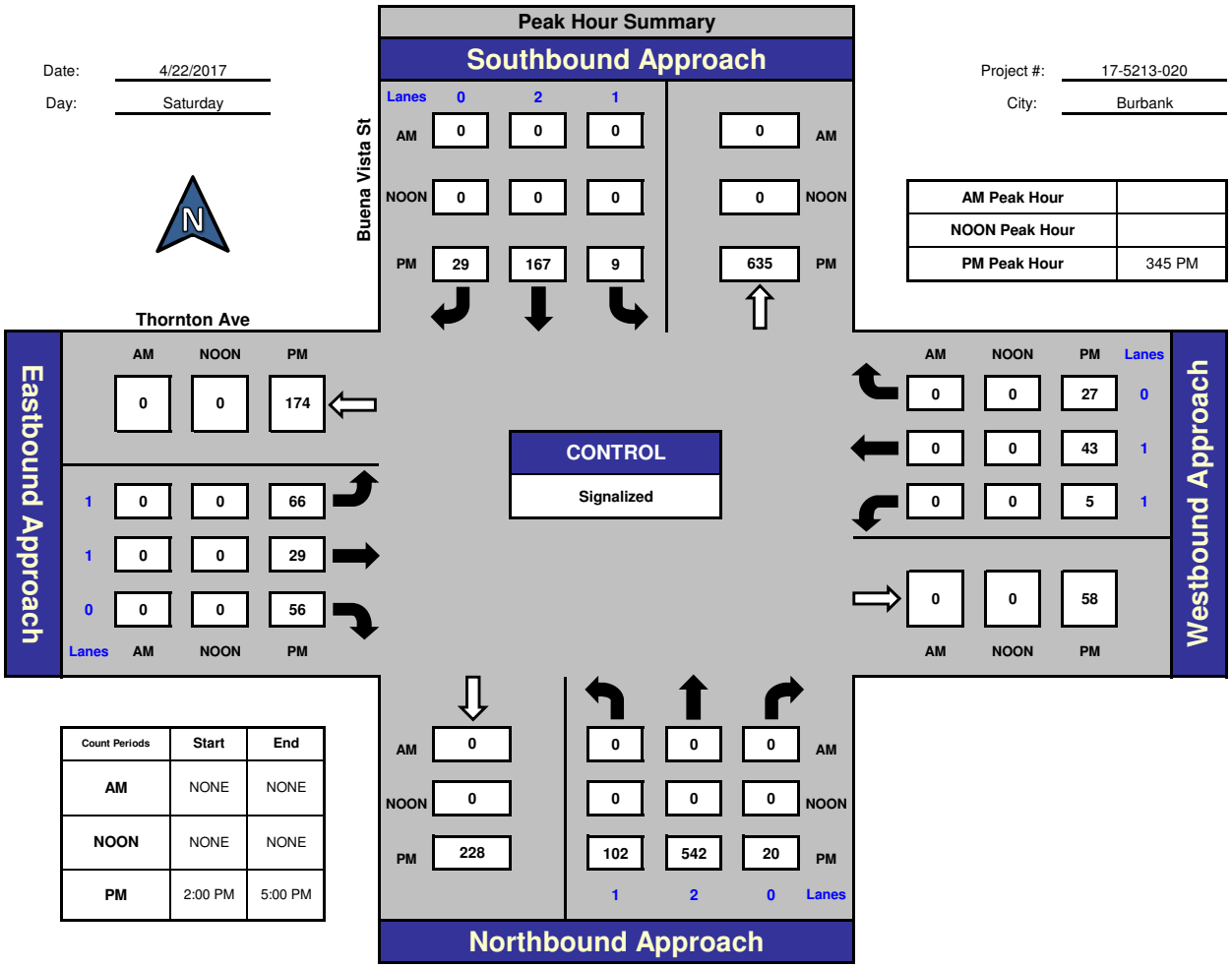
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-020

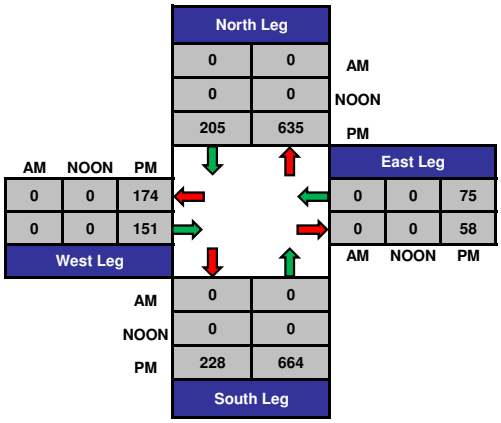
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

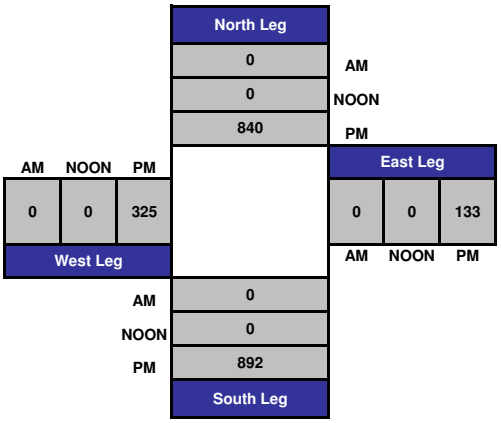


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Empire Ave , Burbank

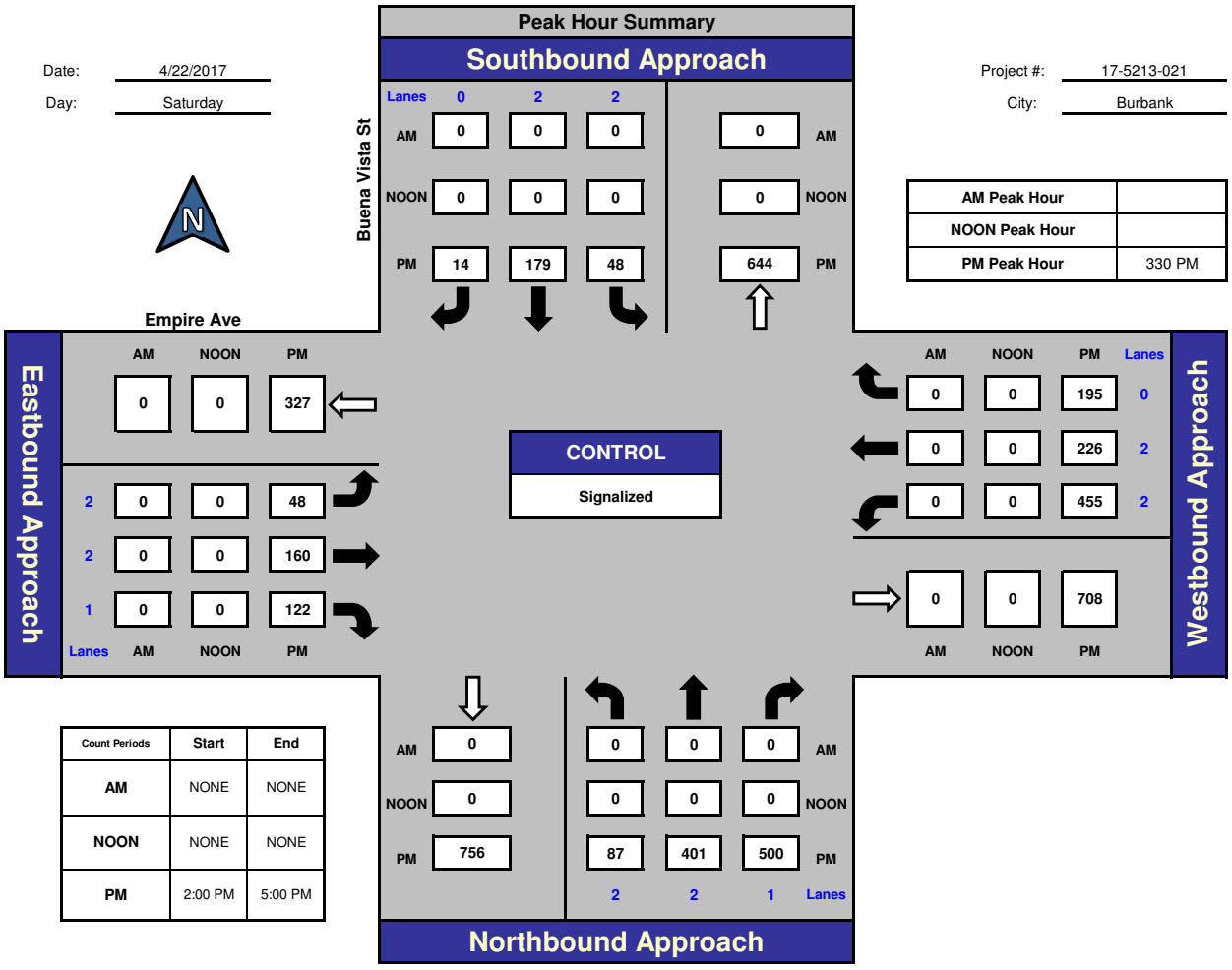
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-021

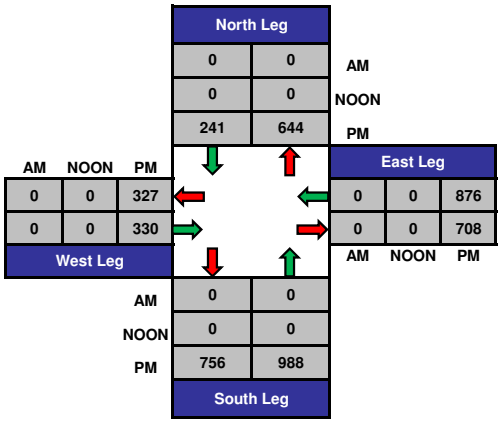
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	330 PM

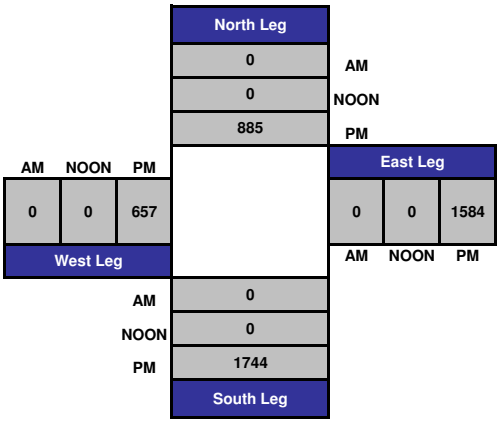


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

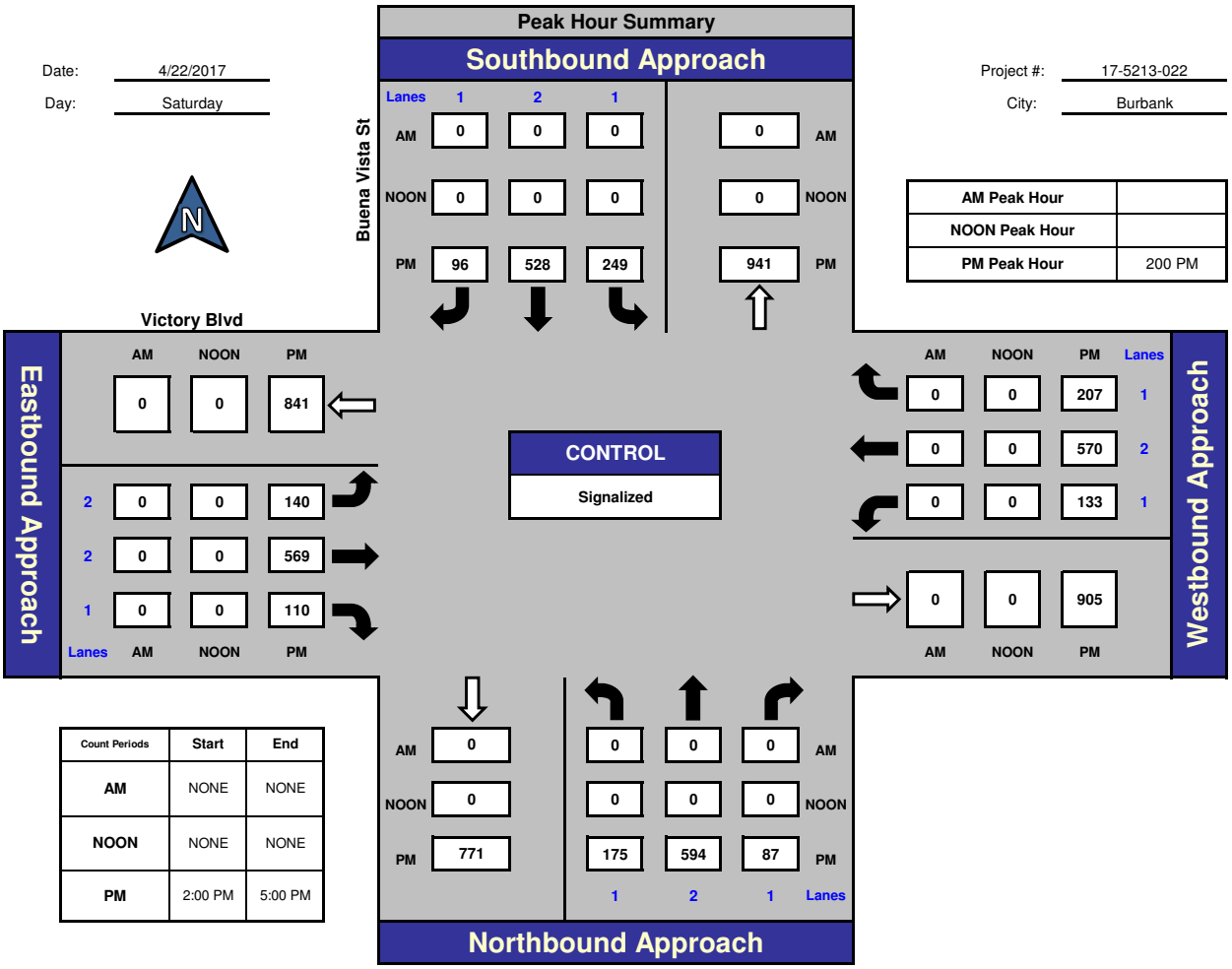
Buena Vista St and Victory Blvd , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-022

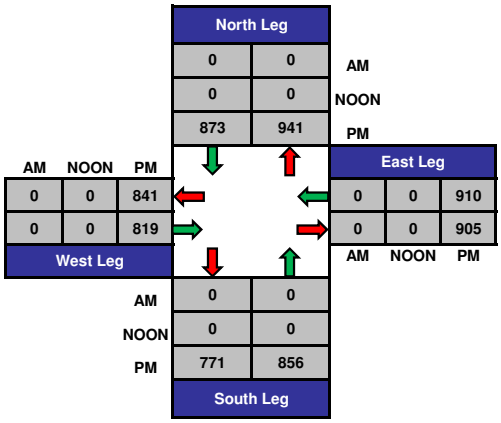
City: Burbank



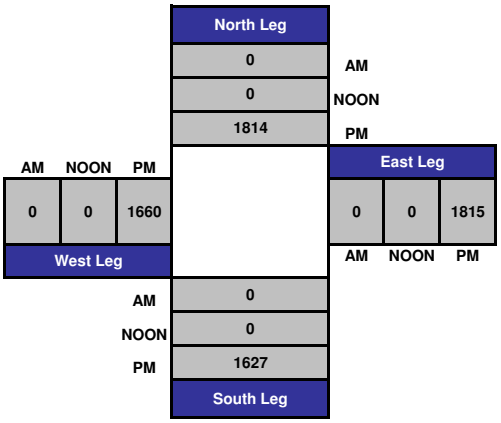
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

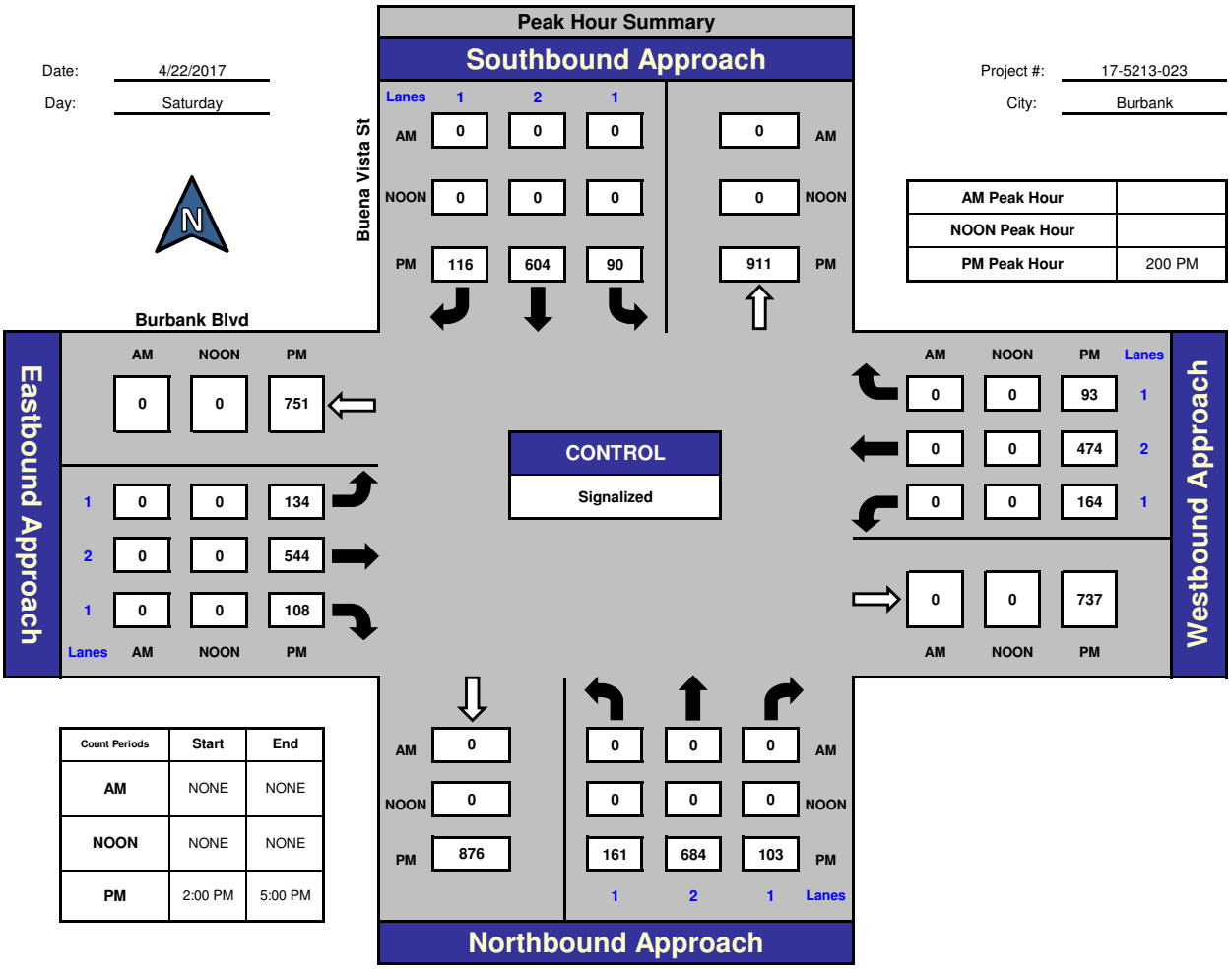
Buena Vista St and Burbank Blvd , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-023

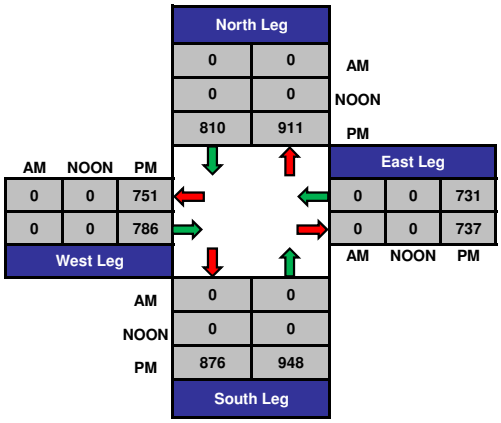
City: Burbank



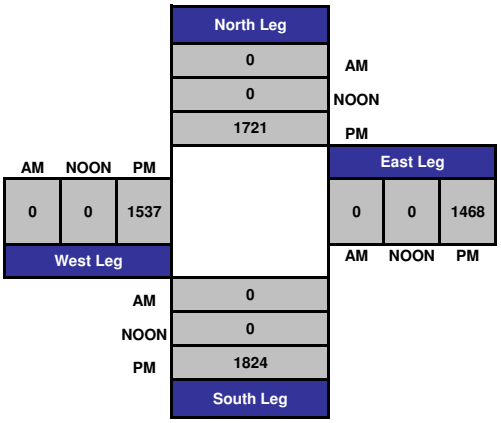
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and Magnolia Blvd , Burbank

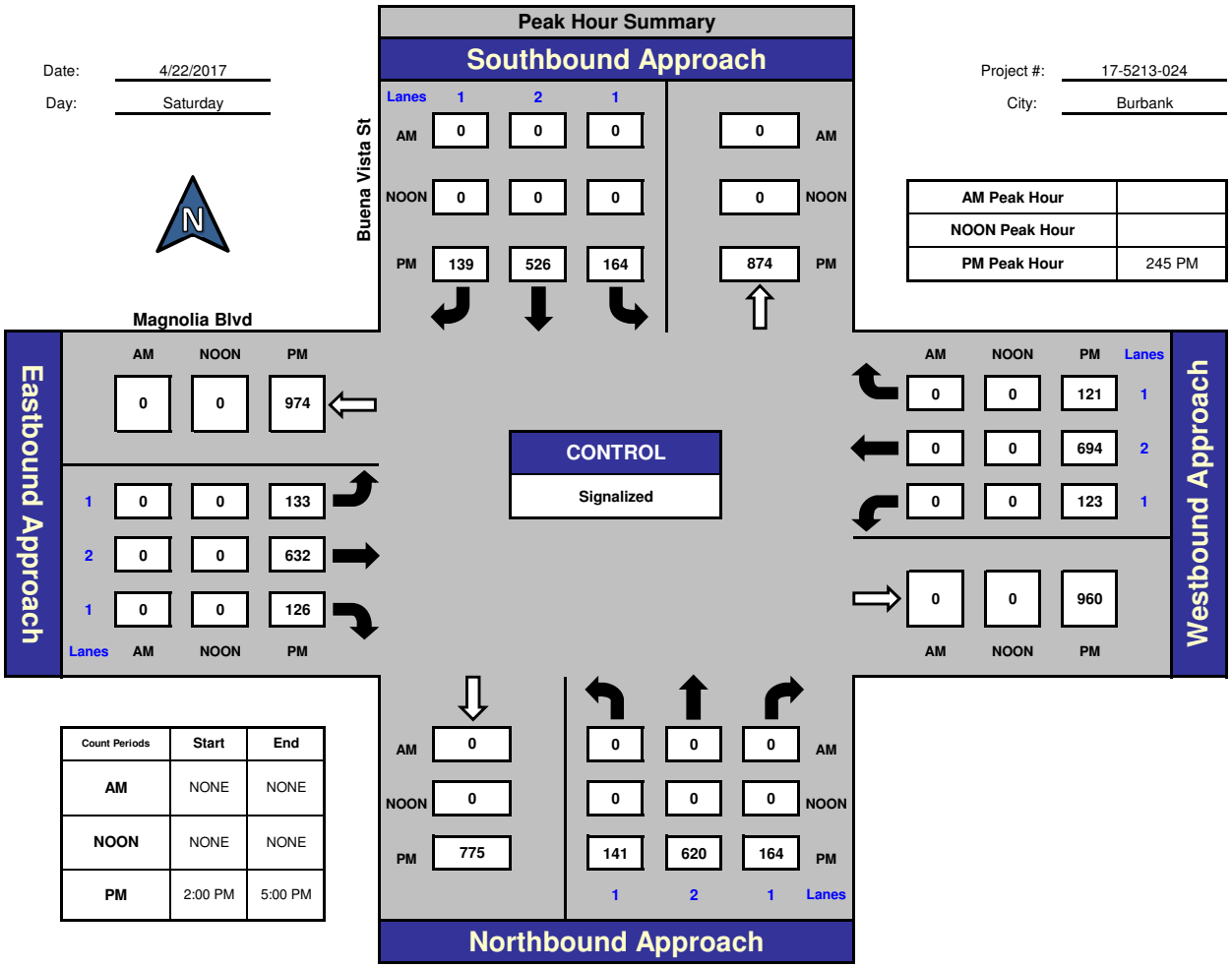
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-024

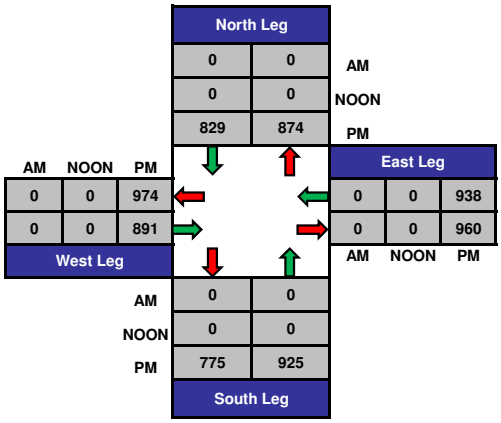
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	245 PM

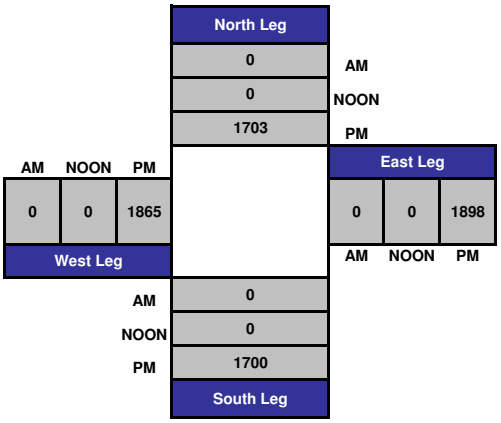


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

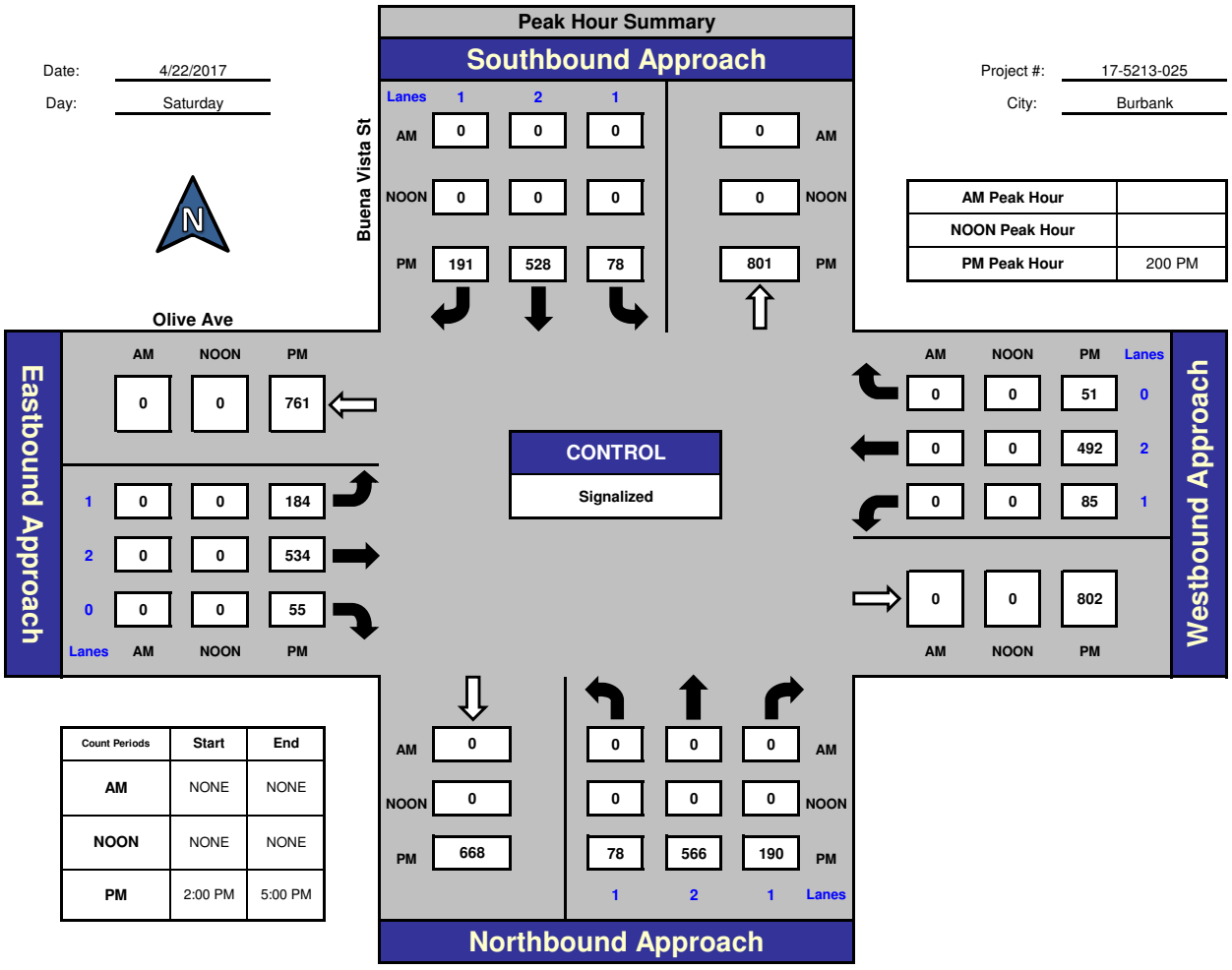
National Data & Surveying Services

Buena Vista St and Olive Ave , Burbank

Date: 4/22/2017
Day: Saturday

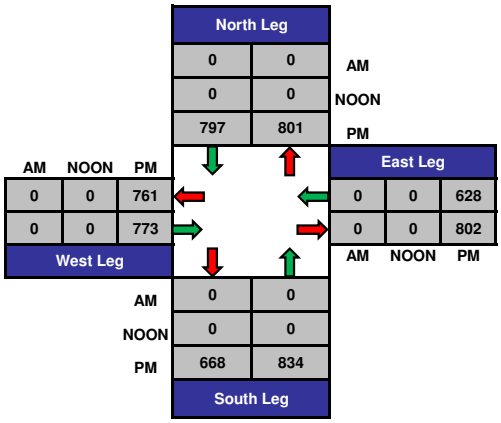
Project #: 17-5213-025
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

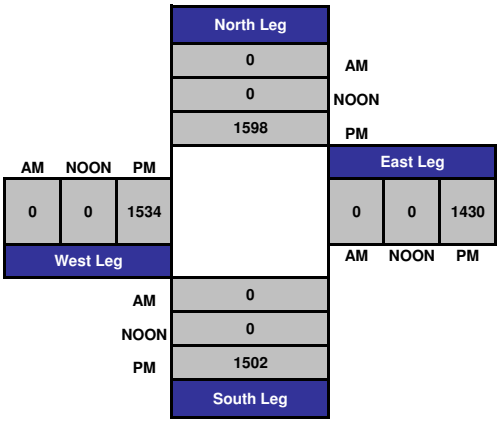


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

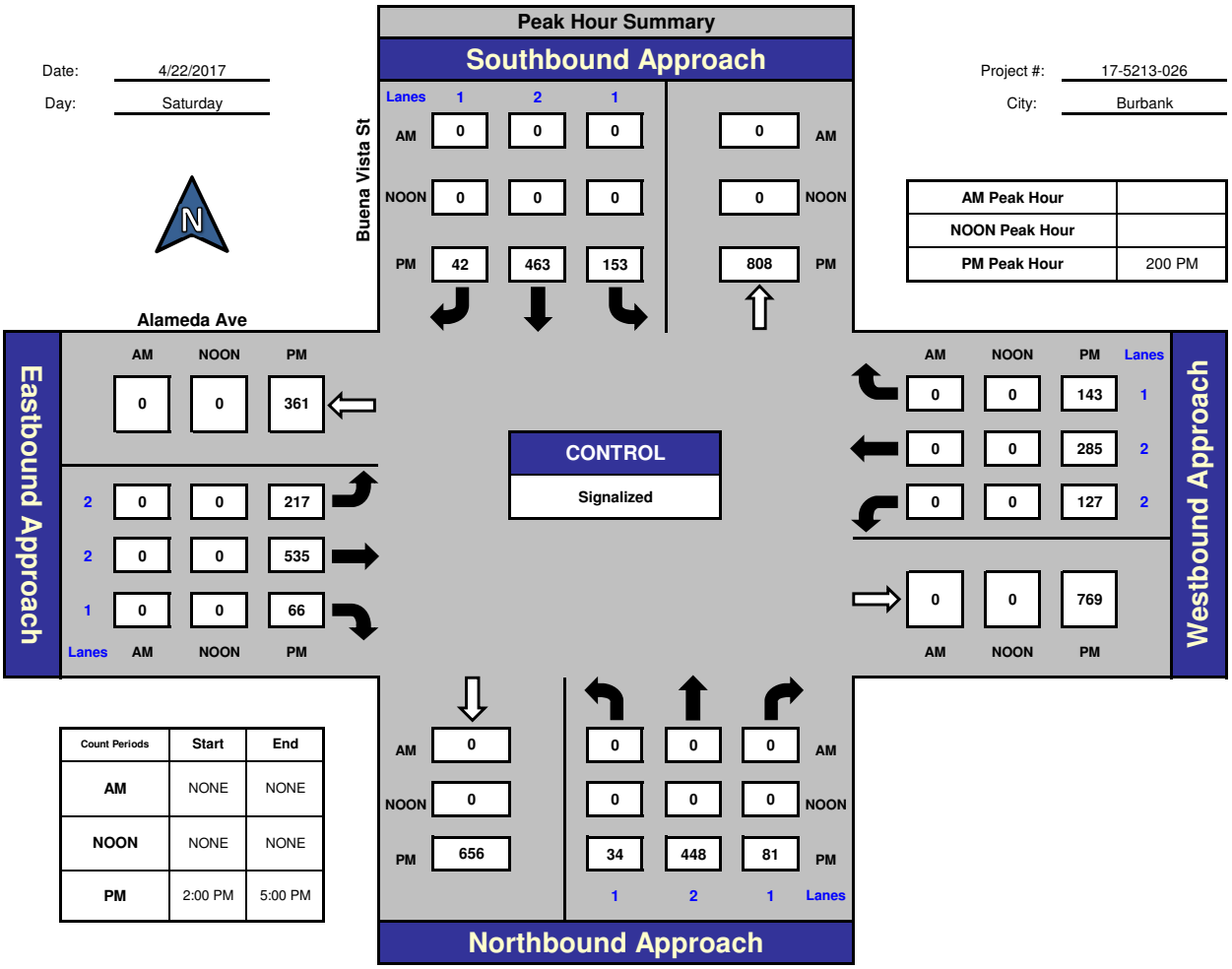
Buena Vista St and Alameda Ave , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-026

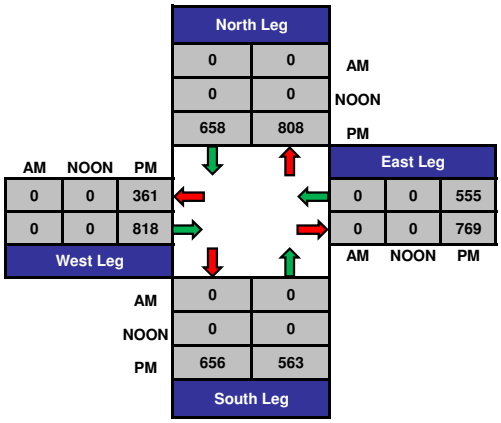
City: Burbank



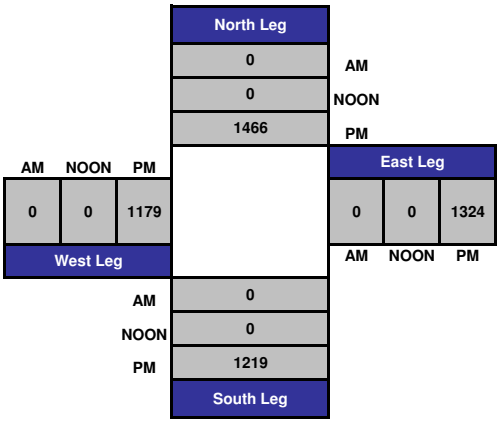
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

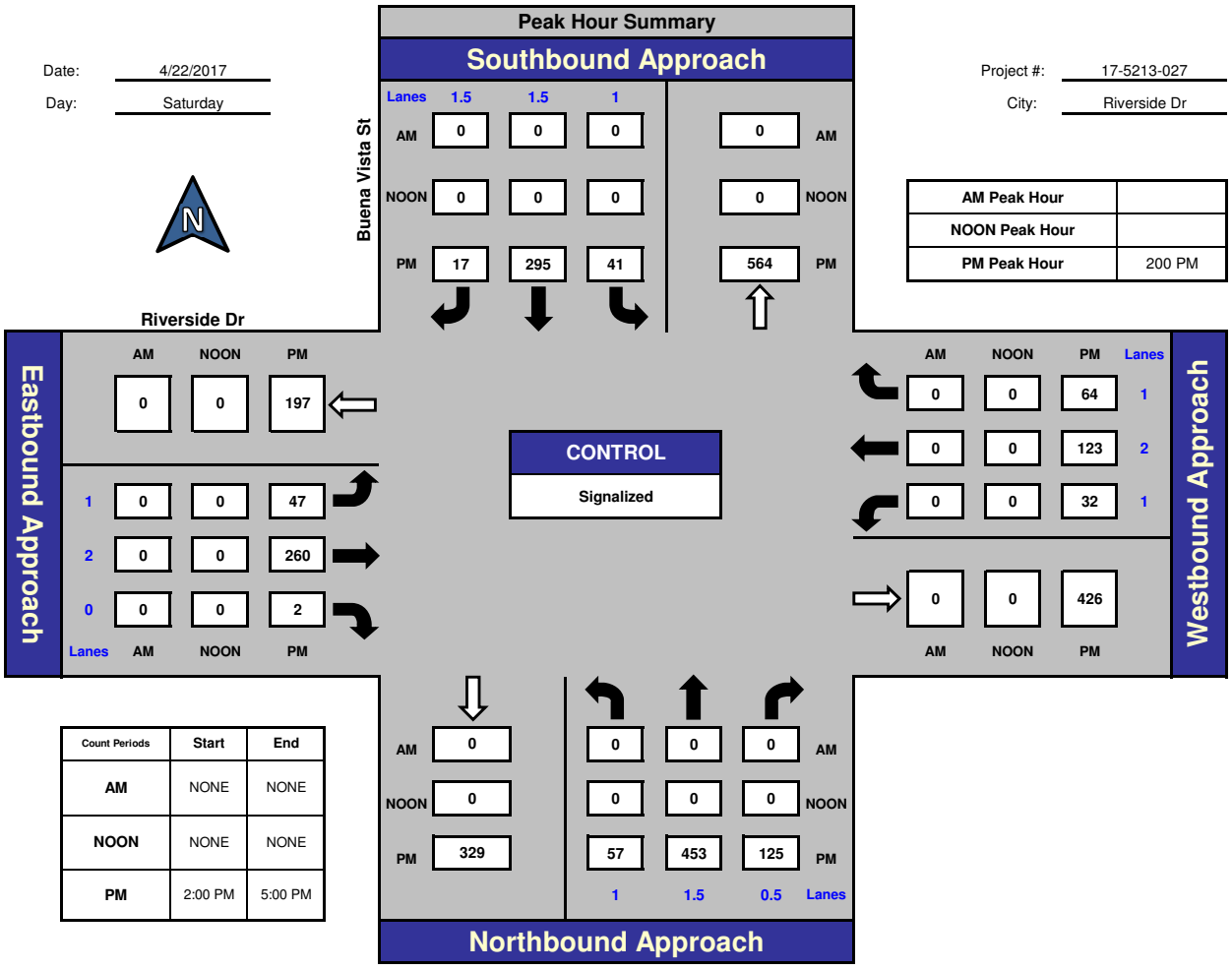
National Data & Surveying Services

Buena Vista St and Riverside Dr , Riverside Dr

Date: 4/22/2017
Day: Saturday

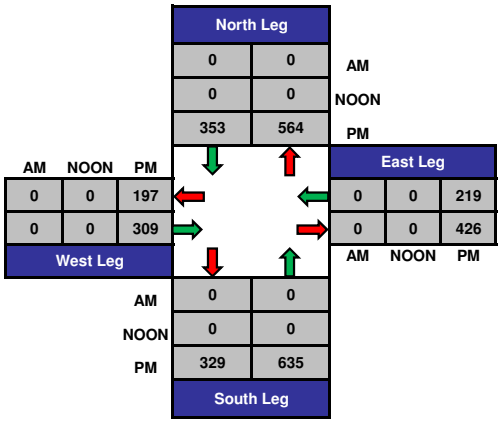
Project #: 17-5213-027
City: Riverside Dr

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

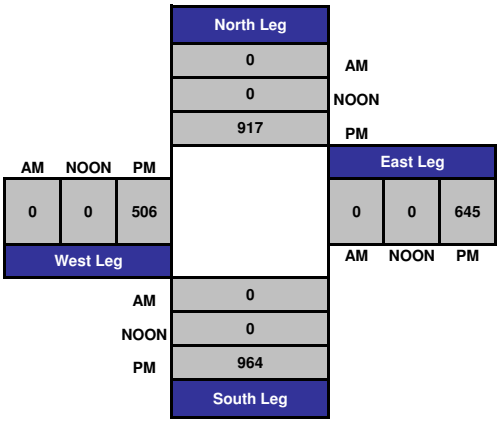


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

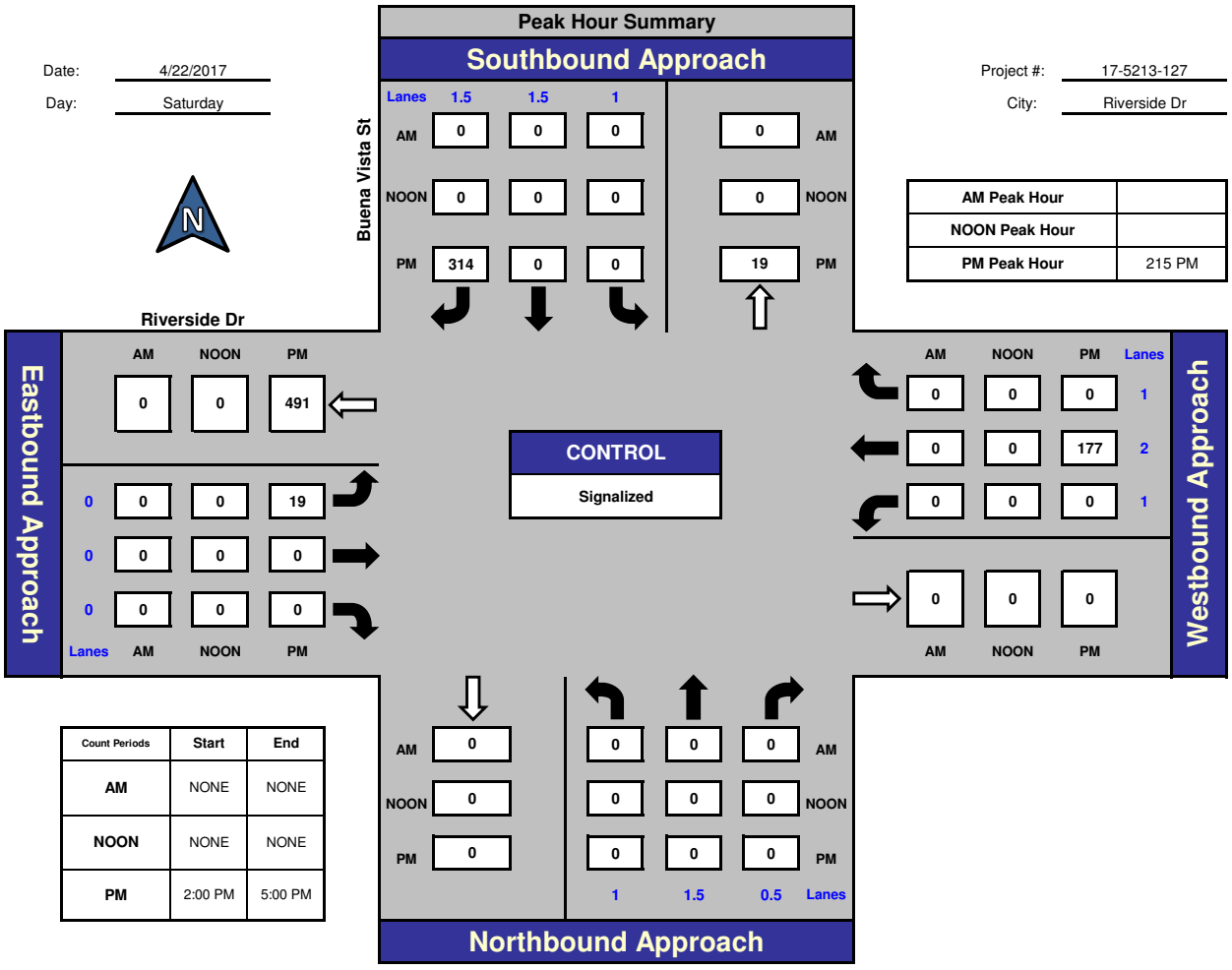
National Data & Surveying Services

Buena Vista St and Riverside Dr , Riverside Dr

Date: 4/22/2017
Day: Saturday

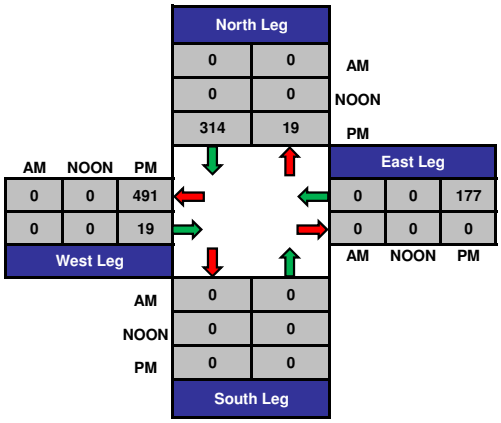
Project #: 17-5213-127
City: Riverside Dr

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	215 PM

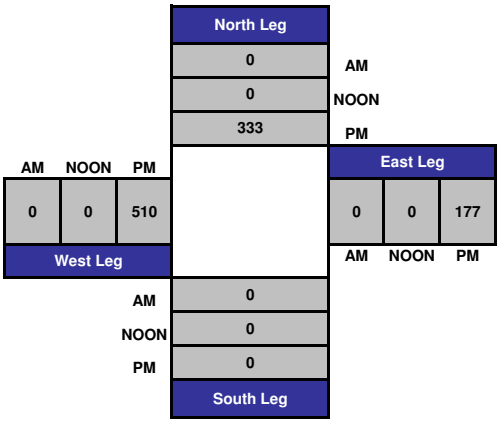


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

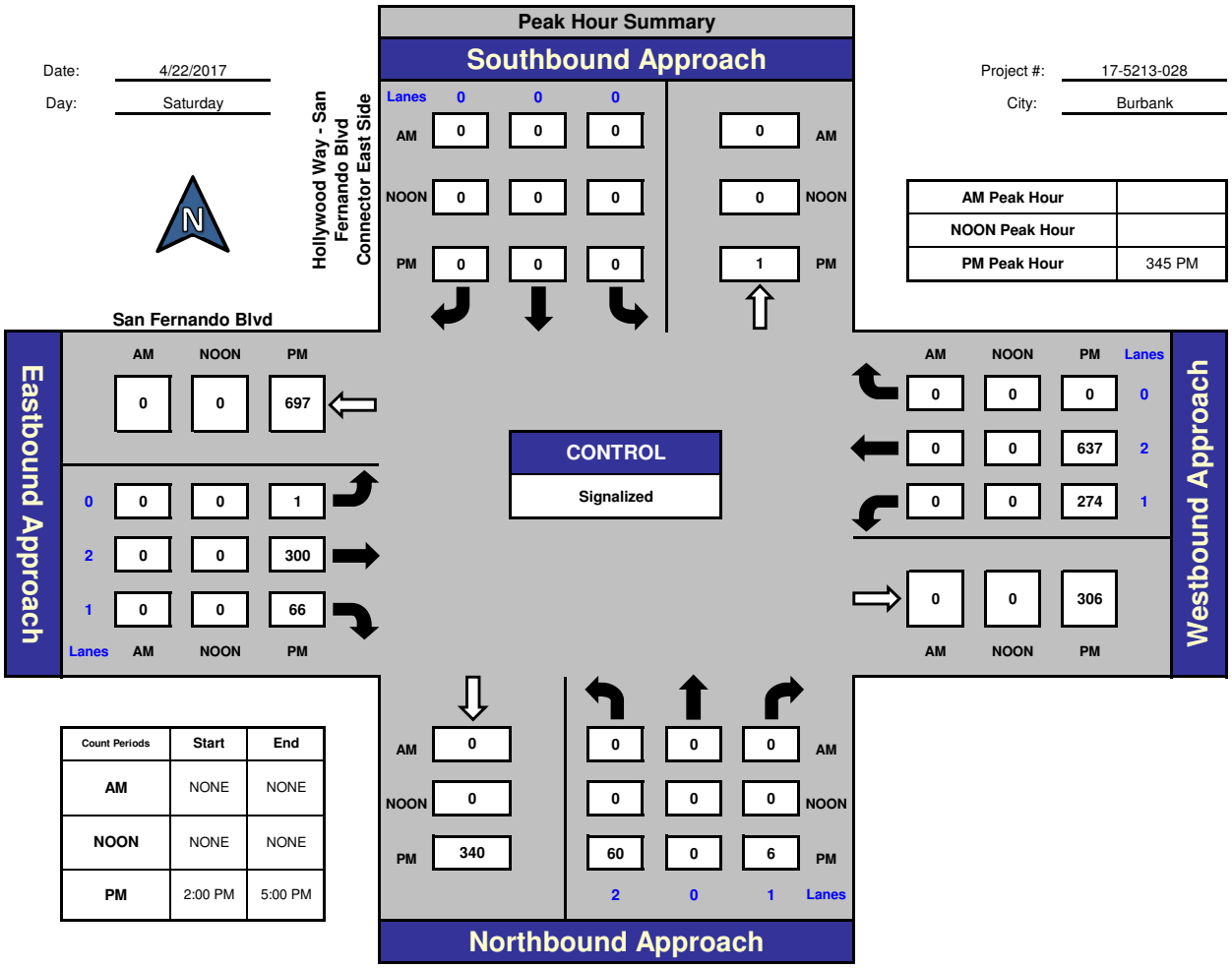
Prepared by:

National Data & Surveying Services

Hollywood Way - San Fernando Blvd Connector East Side and San Fernando Blvd , Burbank

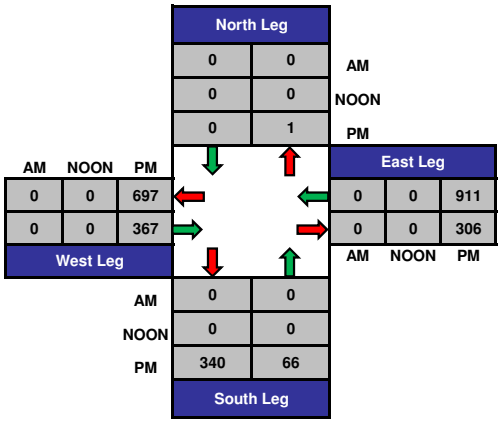
Date: 4/22/2017
Day: Saturday
Project #: 17-5213-028
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

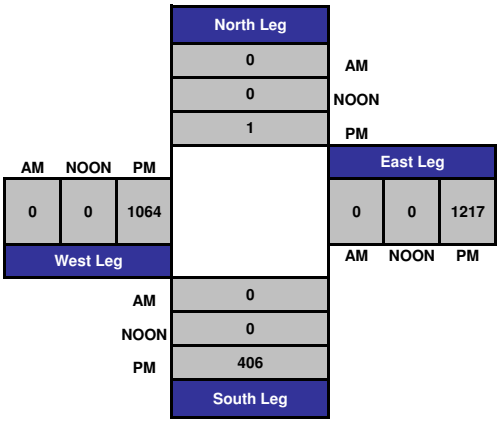


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hollywood Way and Hollywood Way - San Fernando Blvd Connector East Side , Burbank

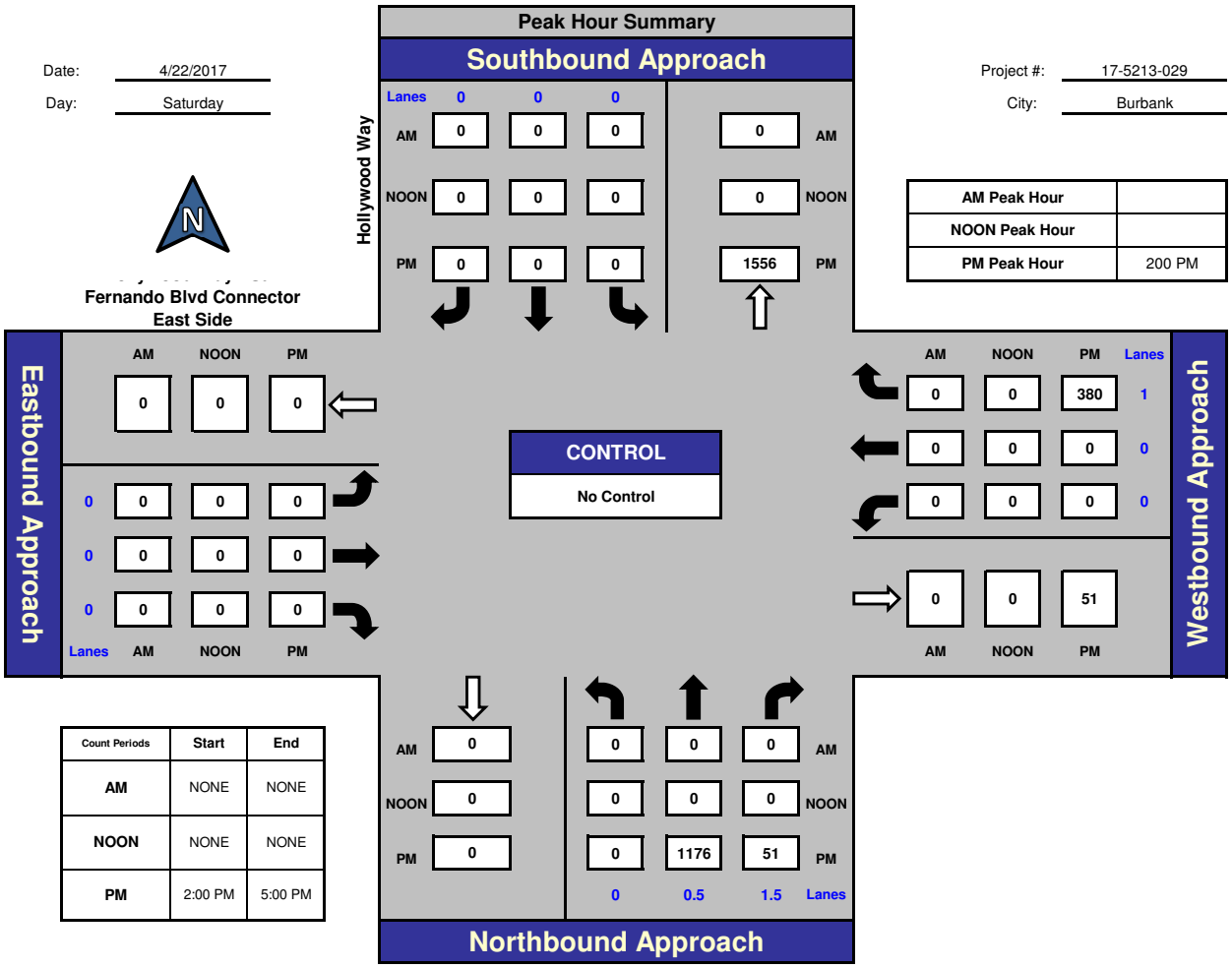
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-029

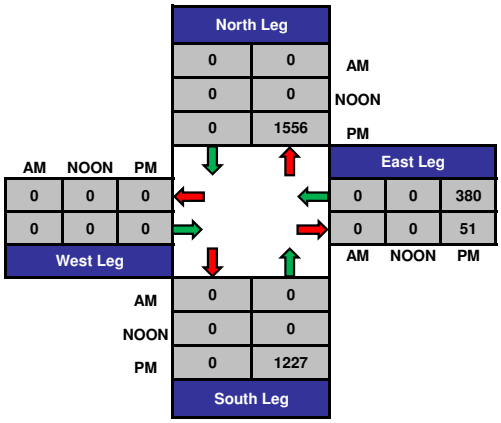
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

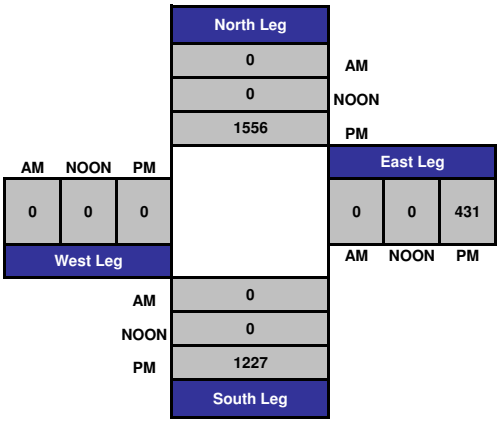


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

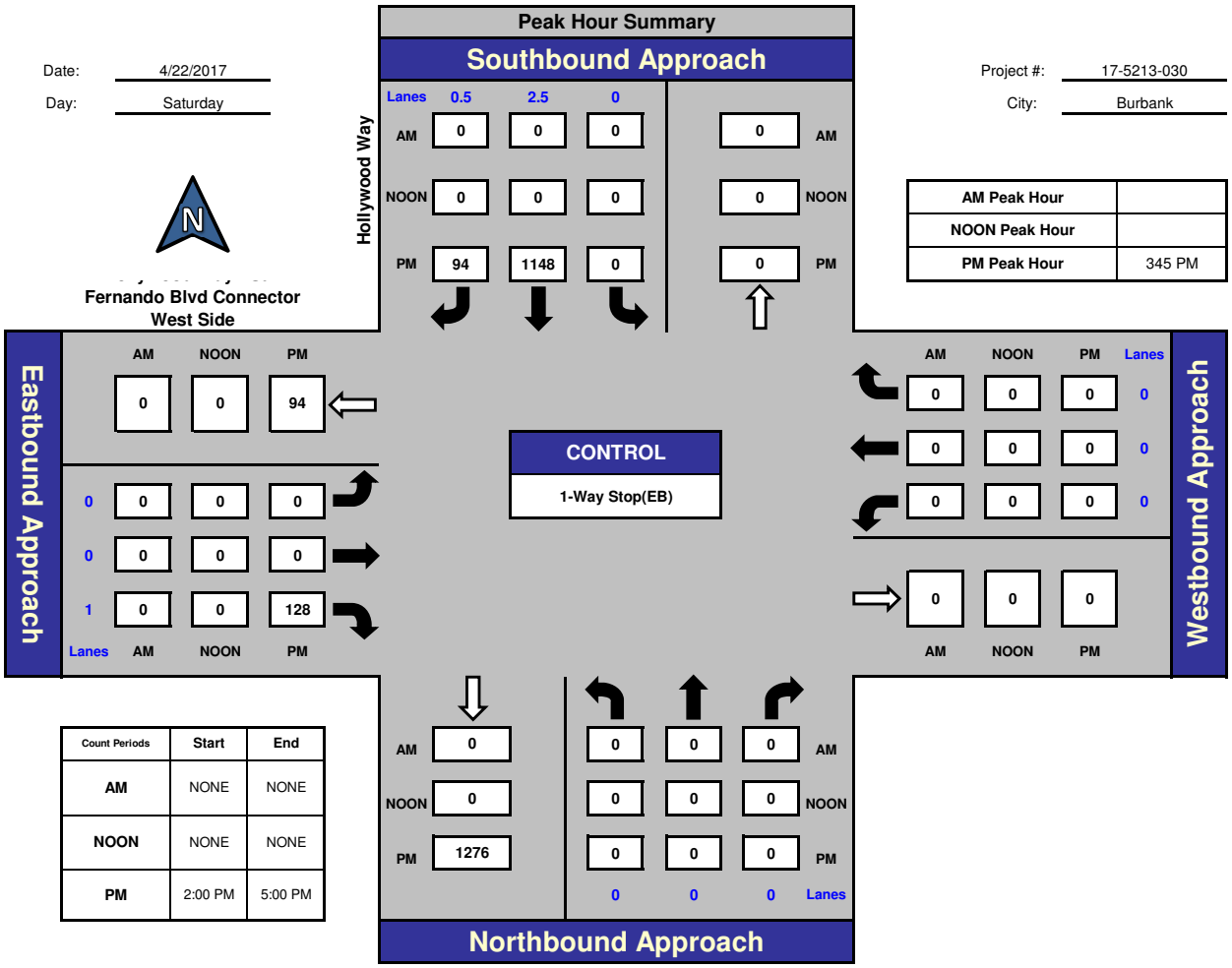
National Data & Surveying Services

Hollywood Way and Hollywood Way - San Fernando Blvd Connector West Side , Burbank

Date: 4/22/2017
Day: Saturday

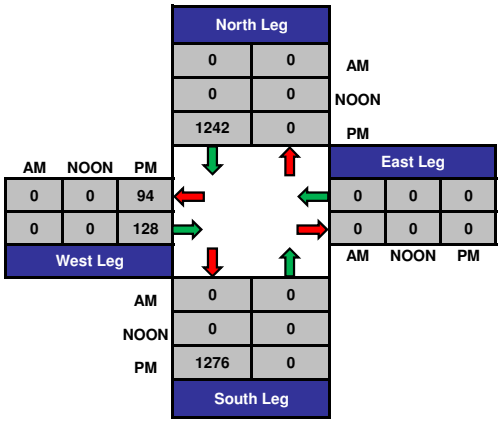
Project #: 17-5213-030
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

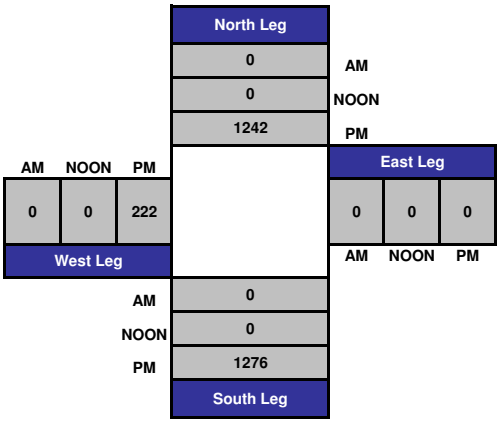


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

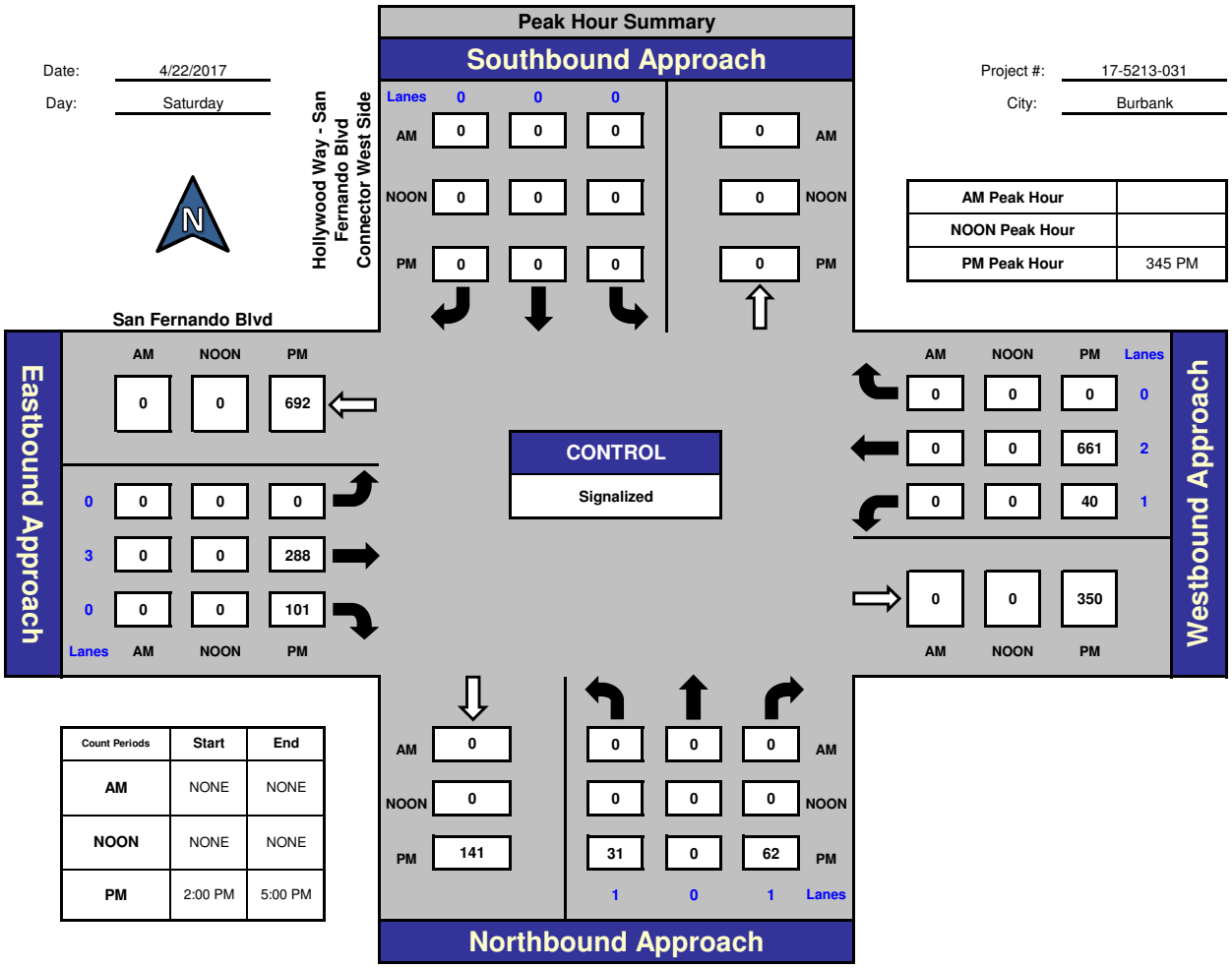
Prepared by:

National Data & Surveying Services

Hollywood Way - San Fernando Blvd Connector West Side and San Fernando Blvd , Burbank

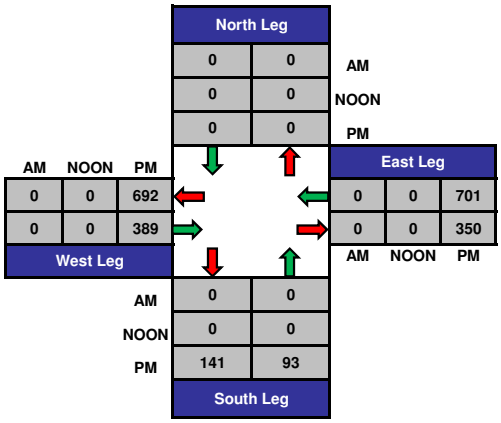
Date: 4/22/2017
Day: Saturday
Project #: 17-5213-031
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

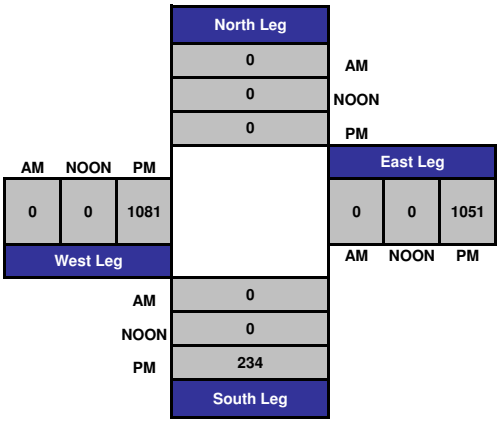


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

San Fernando Blvd and Cohasset St , Burbank

Date: 4/22/2017
Day: Saturday

Project #: 17-5213-032
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (San Fernando Blvd)

Lanes	0	2	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	2	374	1	648	PM

Eastbound Approach (Cohasset St)

Lanes		AM	NOON	PM
		0	0	23
0		0	0	1
1		0	0	0
0		0	0	19
Lanes		AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	1	
	AM	NOON	PM	

CONTROL: 1-Way Stop(EB)

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	393	21	647	0	PM
		1	2	0	Lanes

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	377	648	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	23	0	0	0
0	0	20	0	0	1
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	393	668

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	1025	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	43	0	0	1
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	1061

ITM Peak Hour Summary

Prepared by:

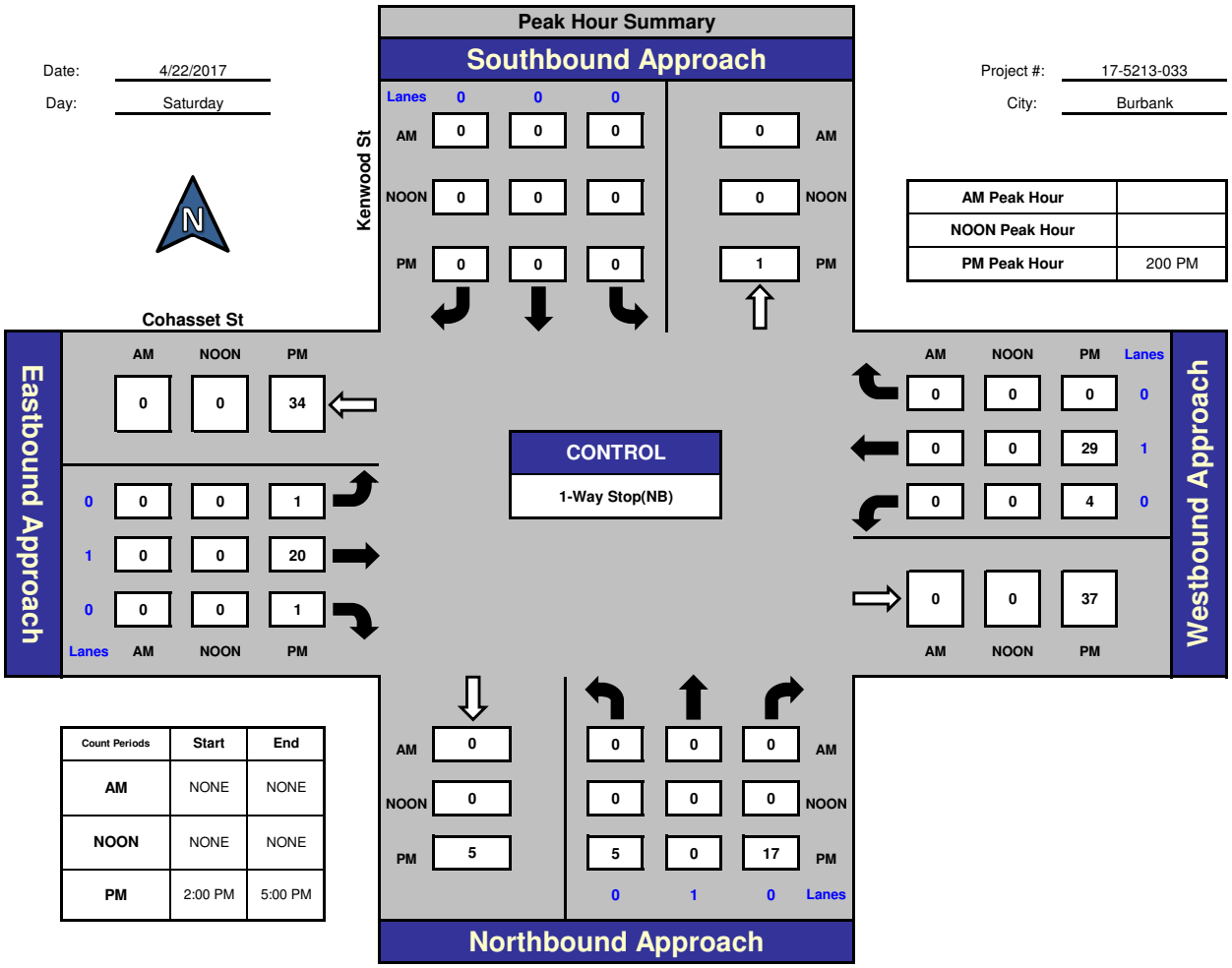
National Data & Surveying Services

Kenwood St and Cohasset St , Burbank

Date: 4/22/2017
Day: Saturday

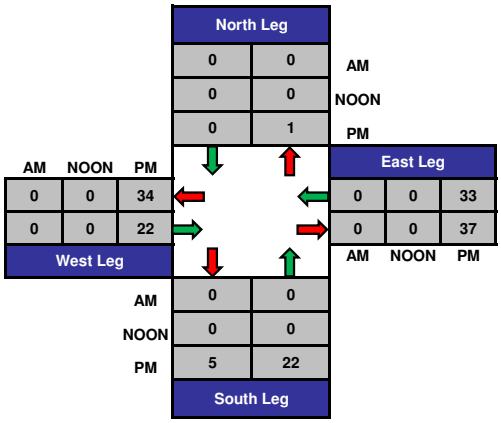
Project #: 17-5213-033
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

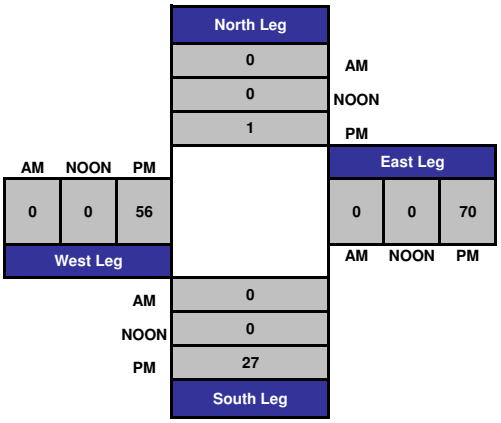


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

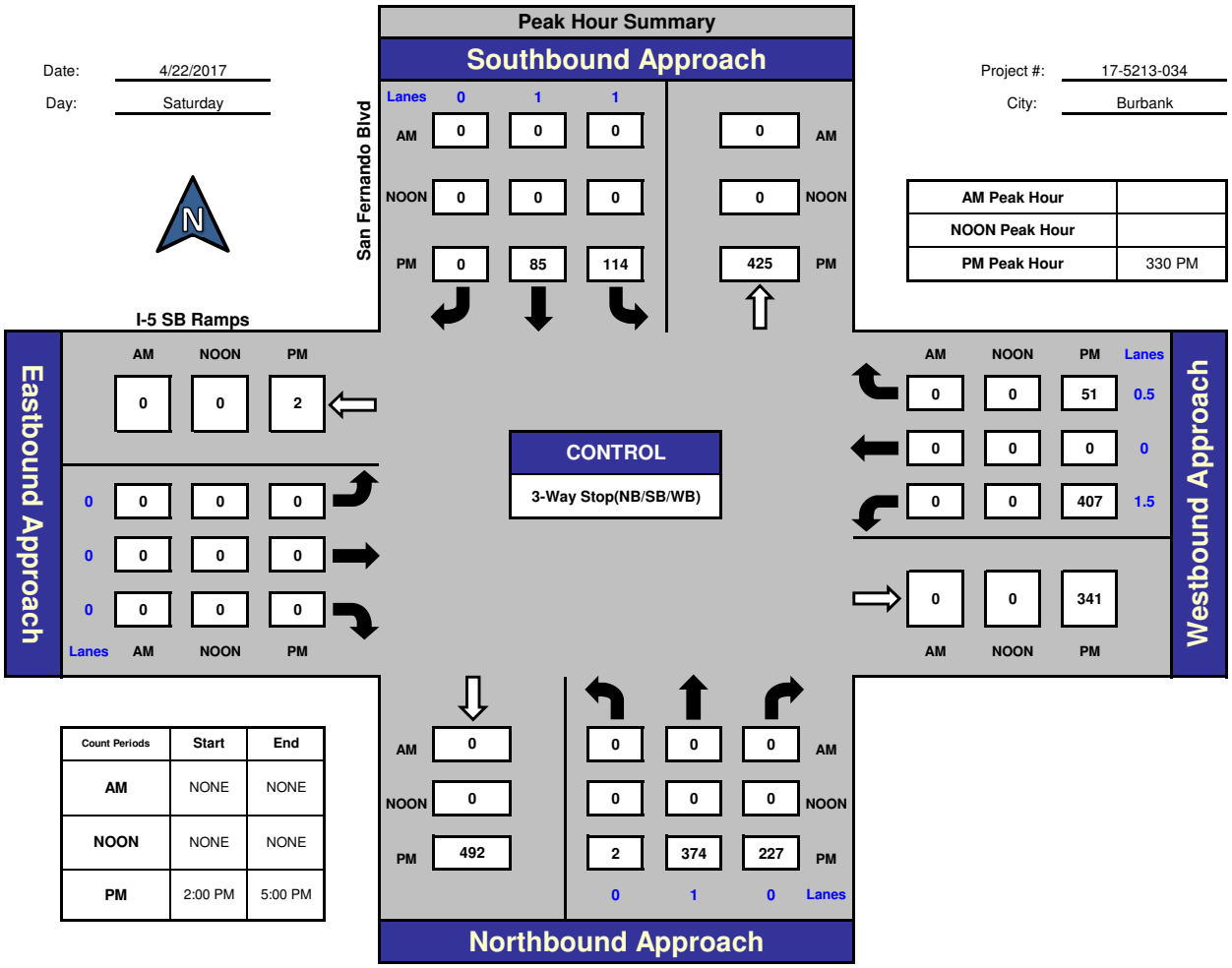
National Data & Surveying Services

San Fernando Blvd and I-5 SB Ramps , Burbank

Date: 4/22/2017
Day: Saturday

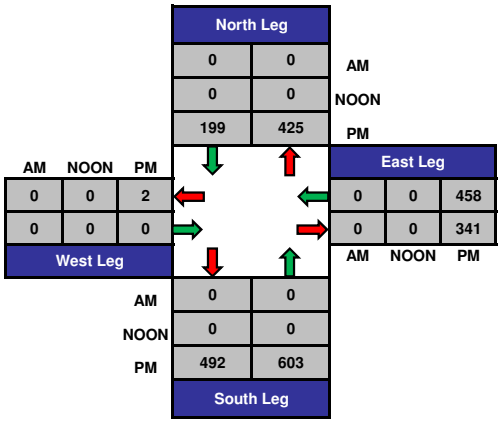
Project #: 17-5213-034
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	330 PM

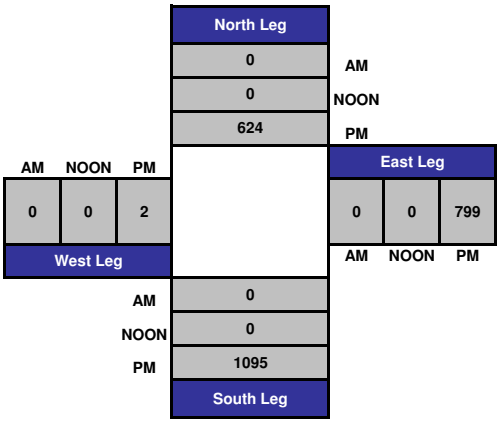


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

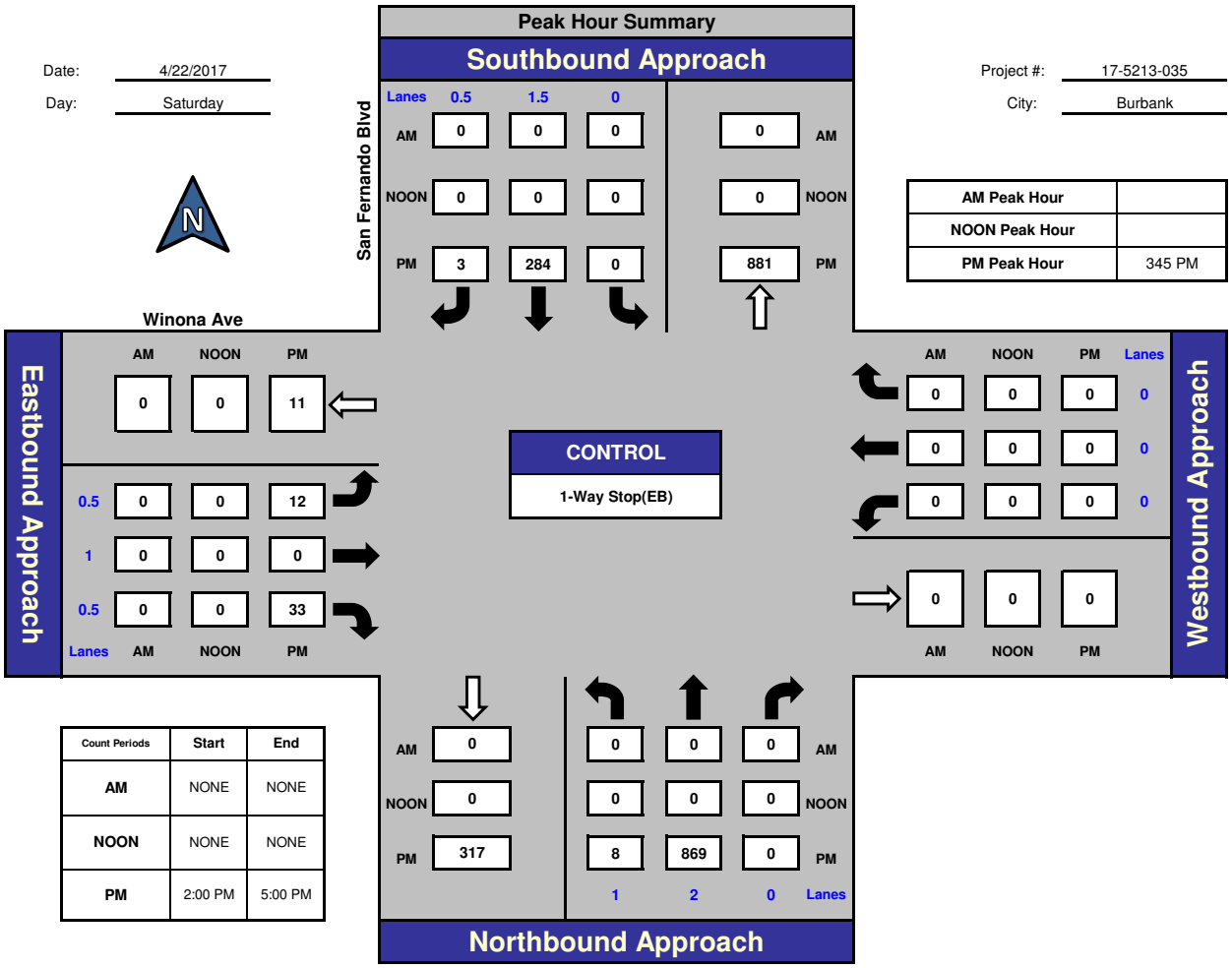
National Data & Surveying Services

San Fernando Blvd and Winona Ave , Burbank

Date: 4/22/2017
Day: Saturday

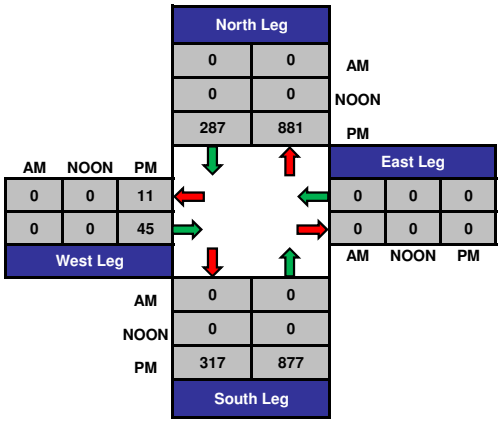
Project #: 17-5213-035
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

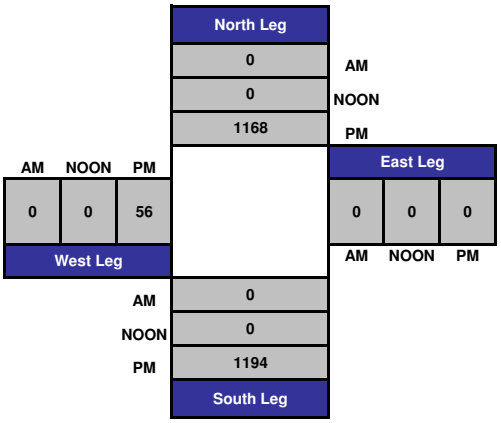


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Naomi St and Winona Ave , Burbank

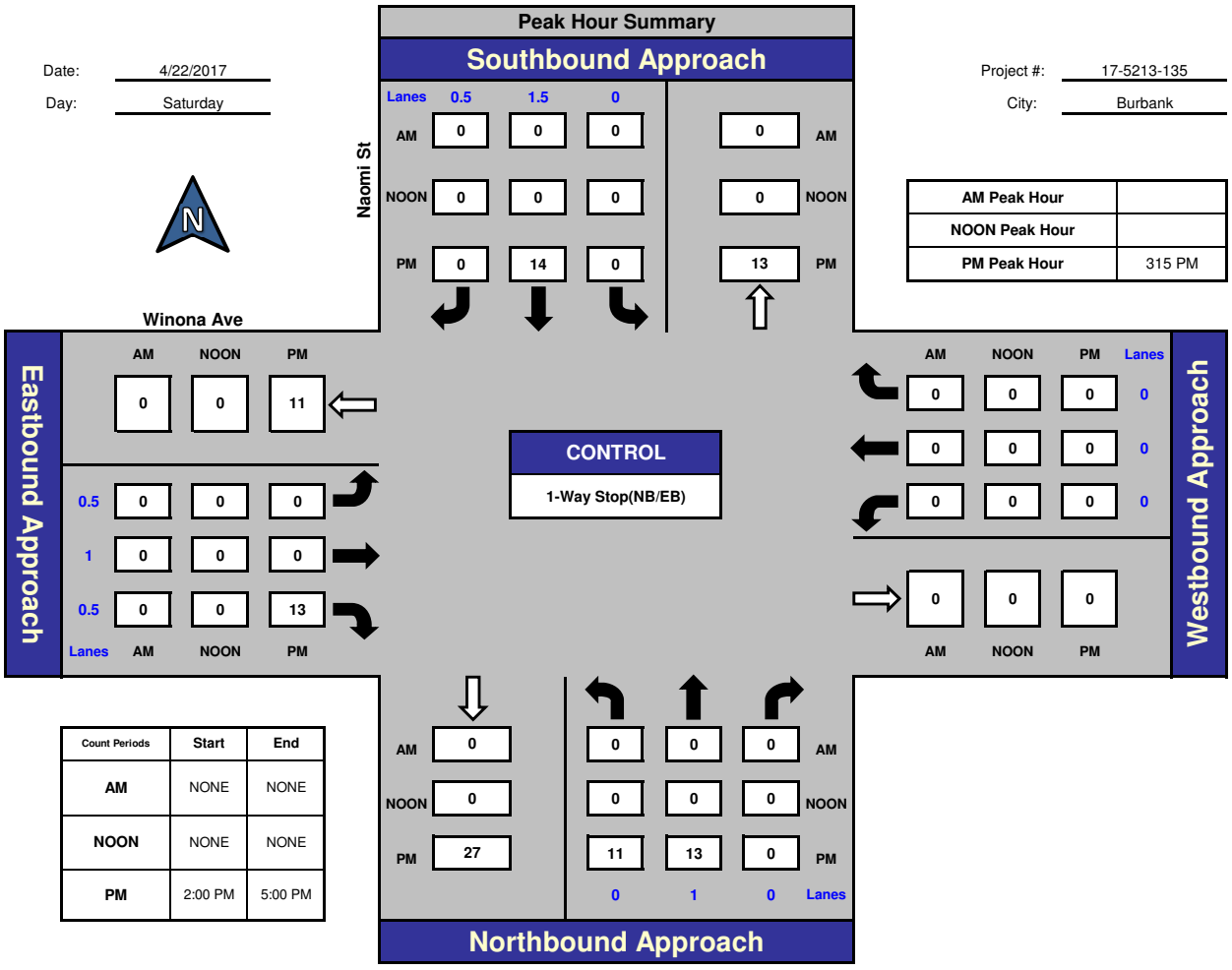
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-135

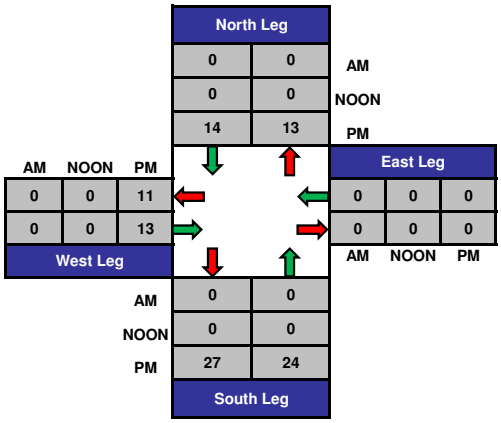
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	315 PM

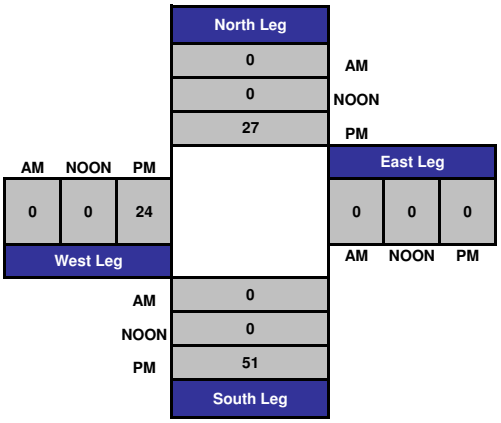


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Naomi St and Winona Ave , Burbank

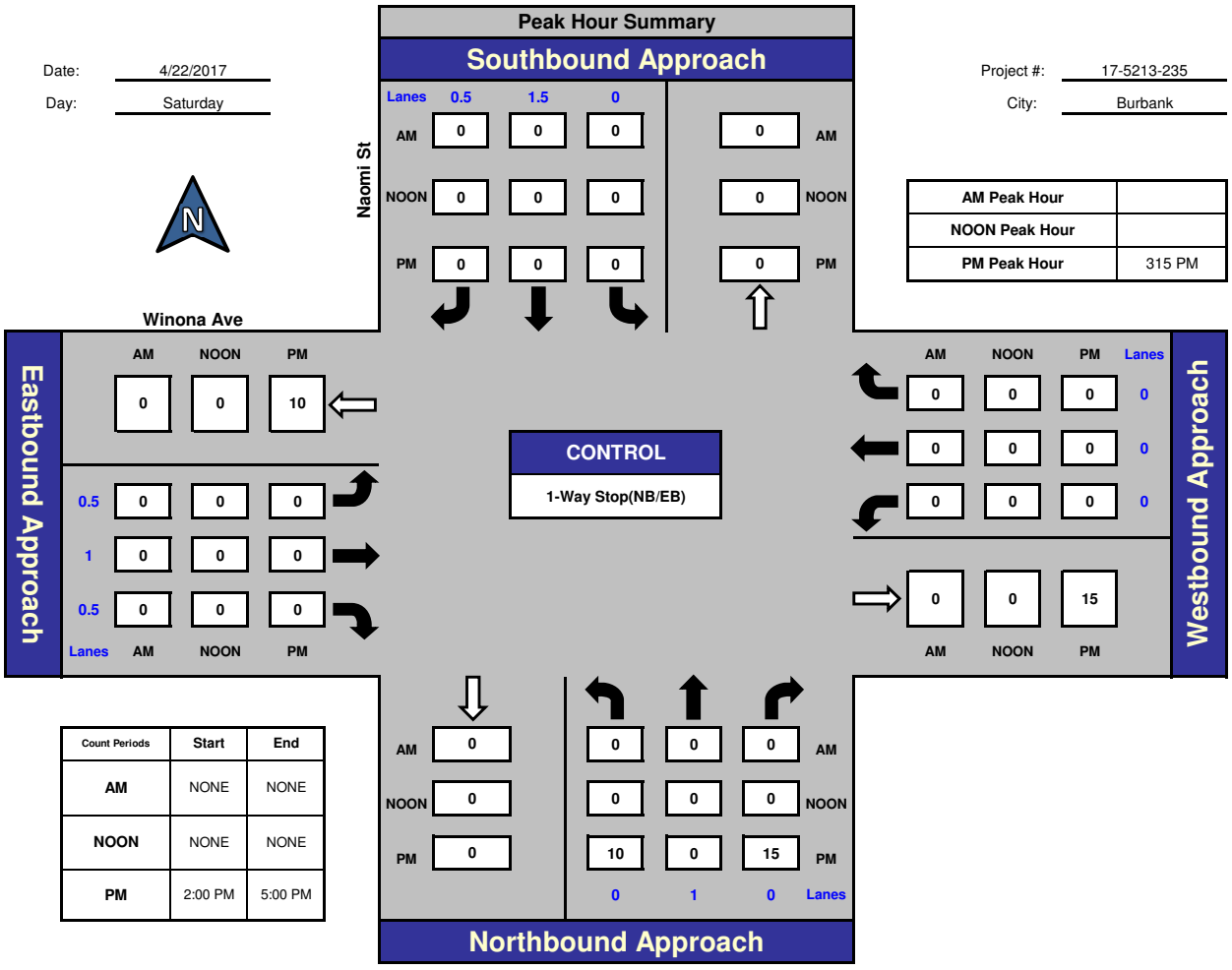
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-235

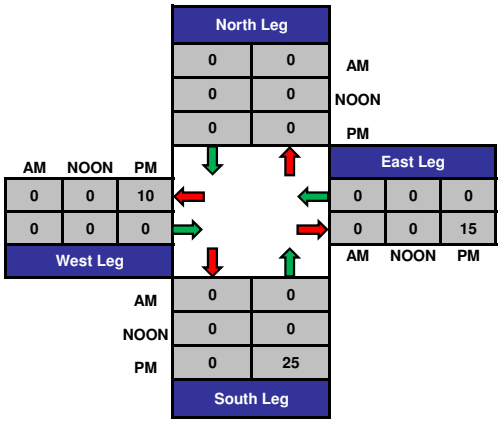
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	315 PM

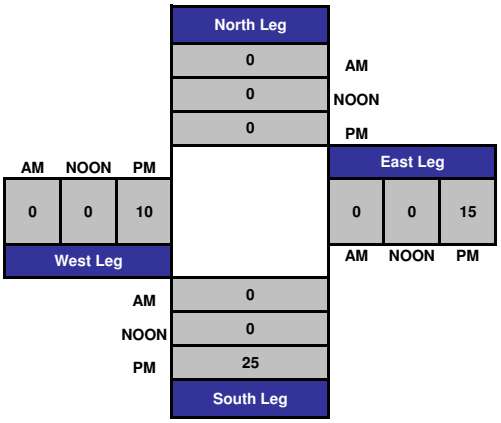


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

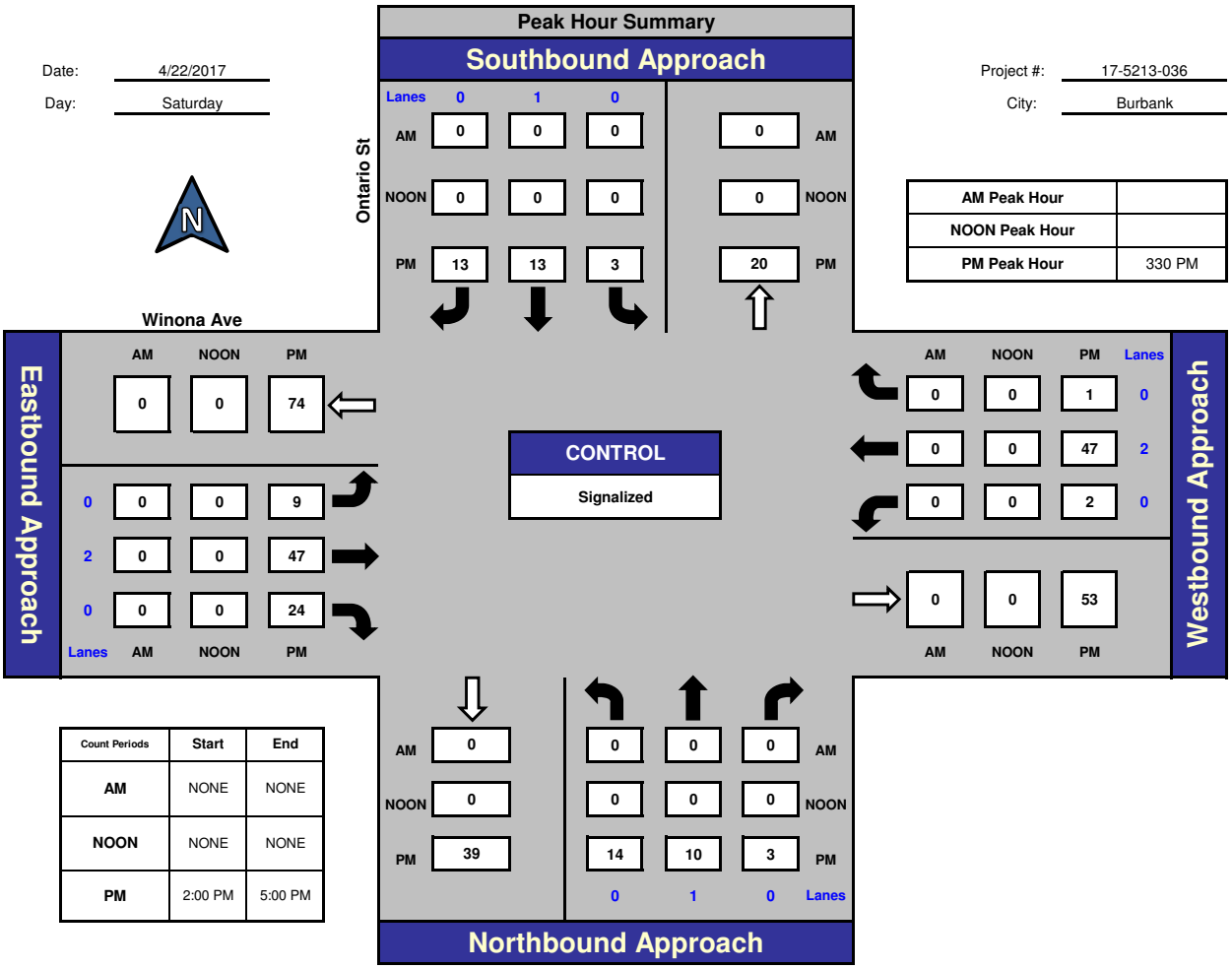
Ontario St and Winona Ave , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-036

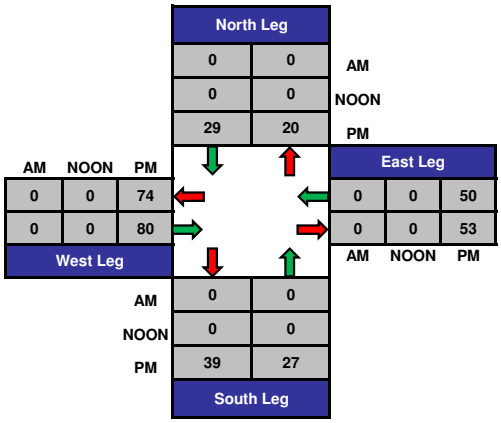
City: Burbank



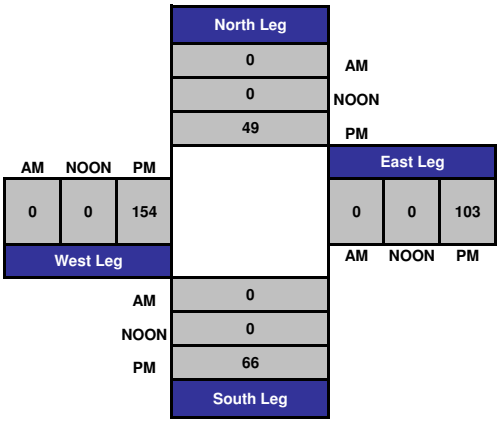
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	330 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Ontario St and Thornton Ave , Burbank

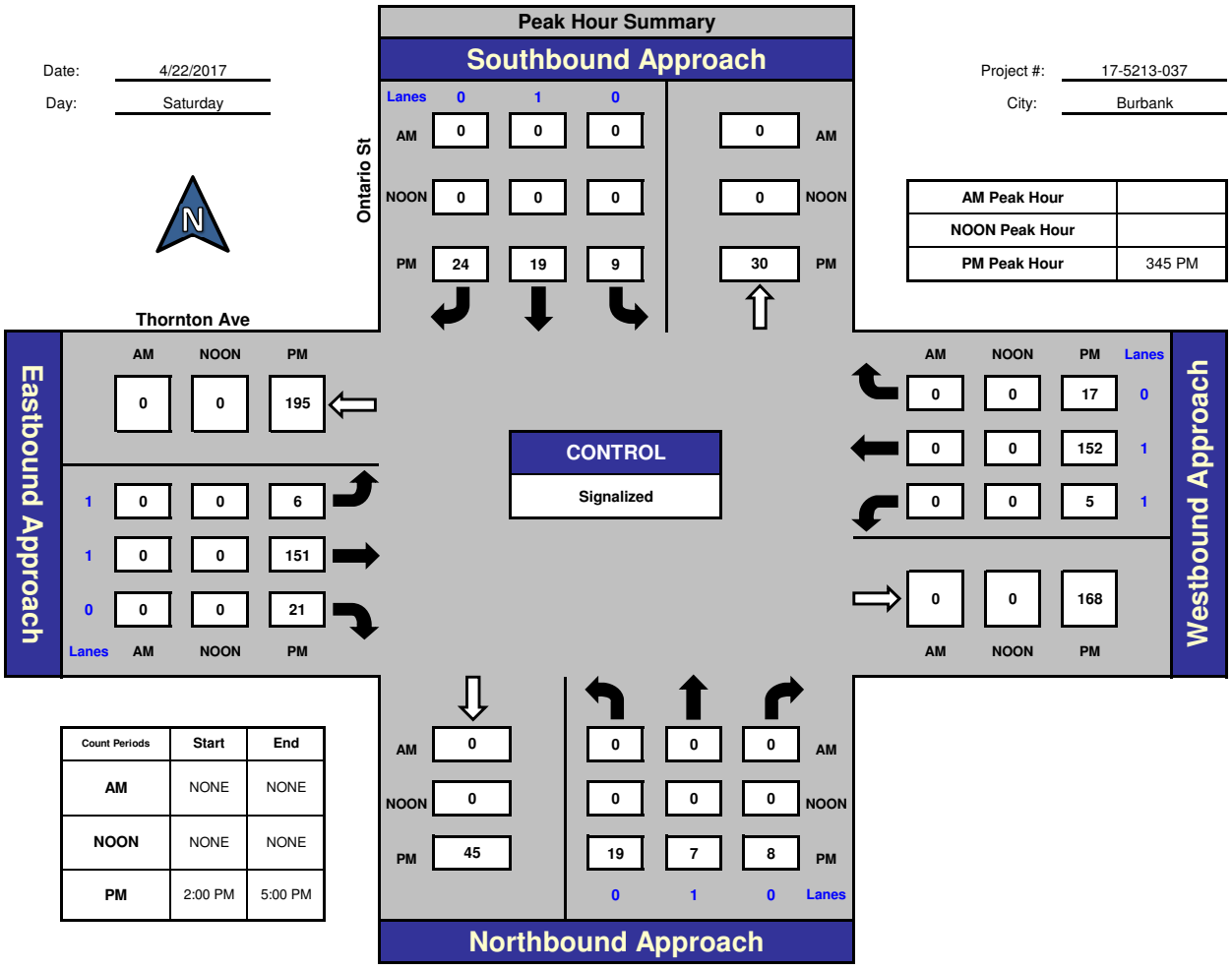
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-037

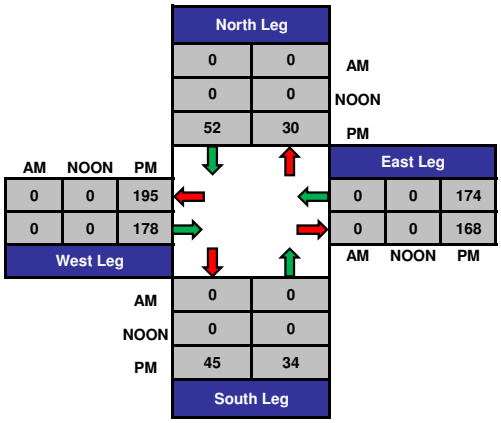
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

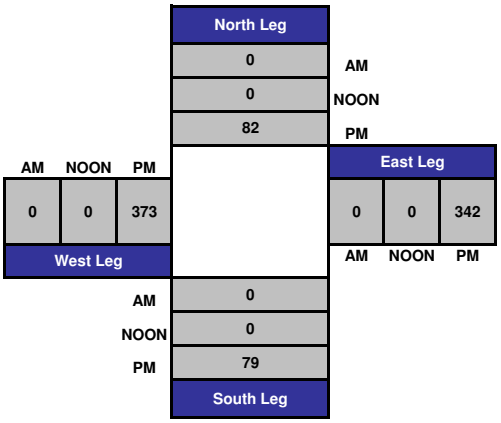


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

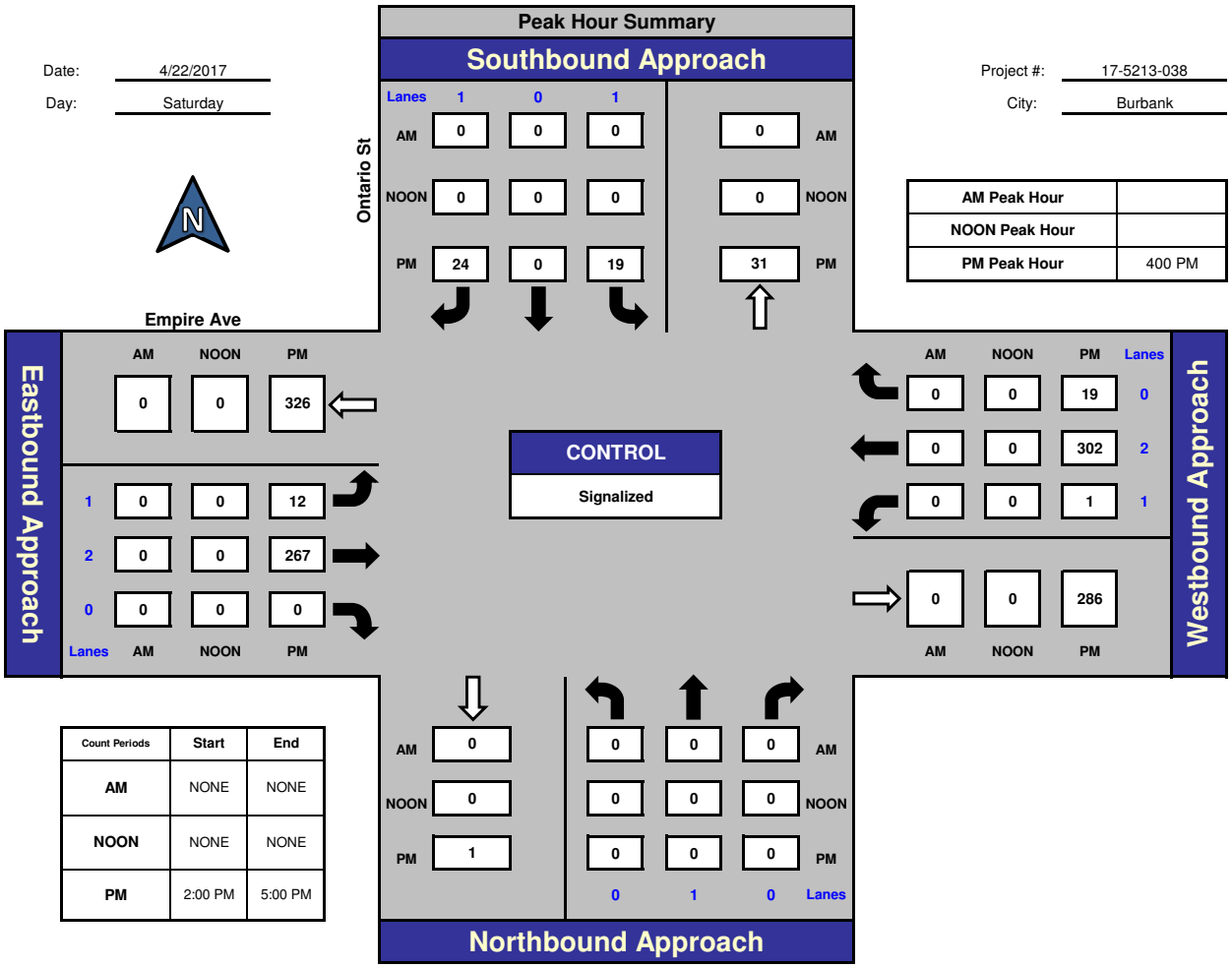
National Data & Surveying Services

Ontario St and Empire Ave , Burbank

Date: 4/22/2017
Day: Saturday

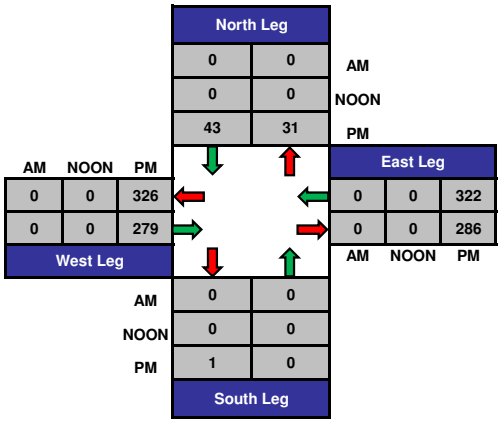
Project #: 17-5213-038
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	400 PM

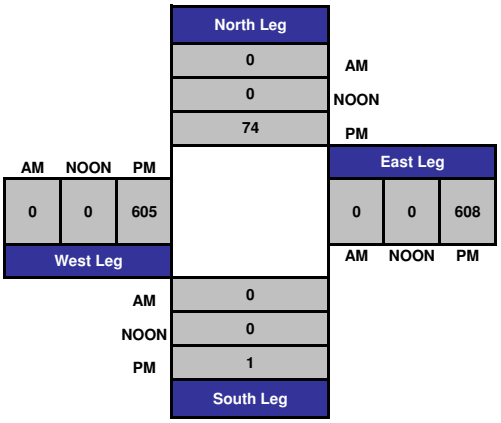


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

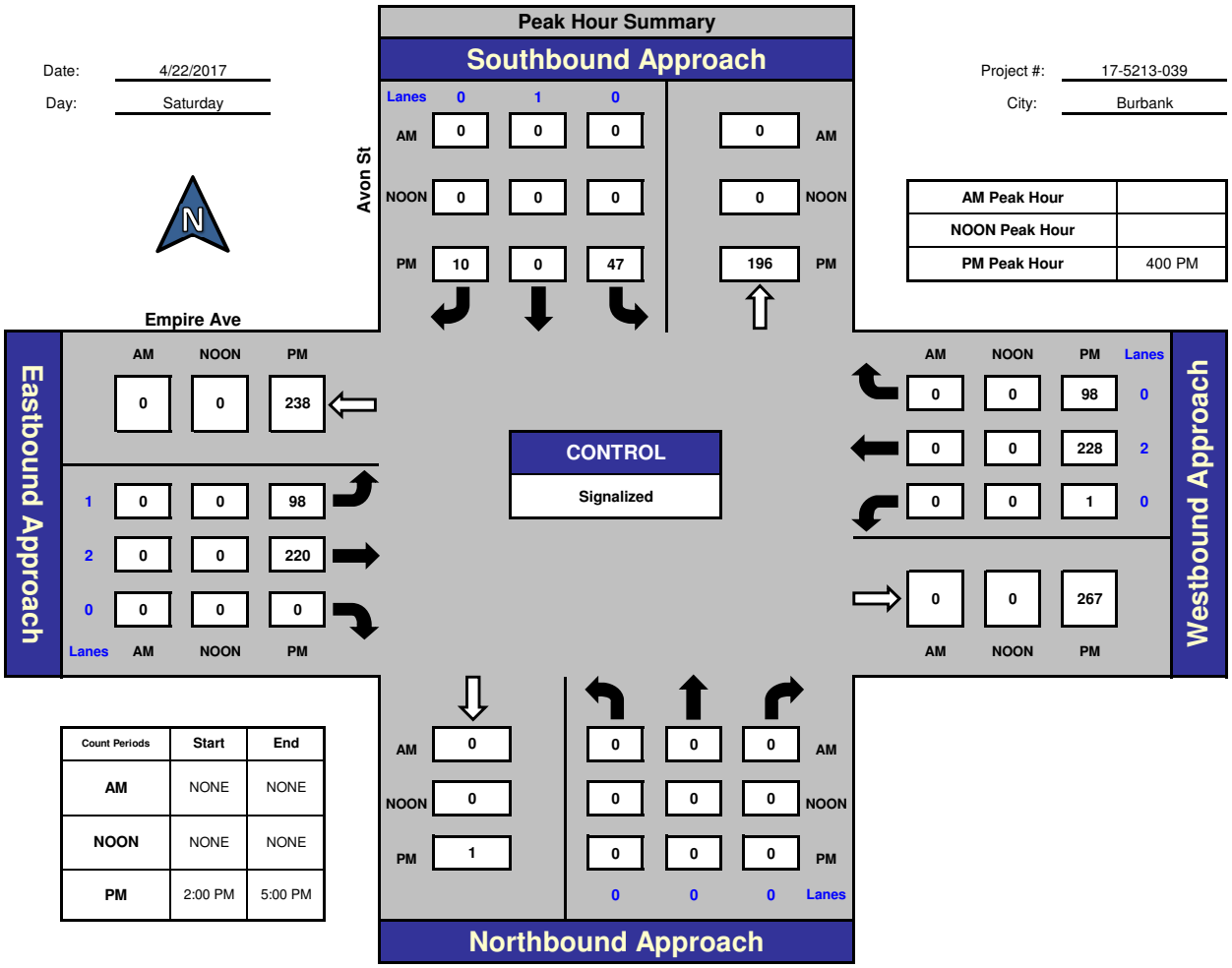
National Data & Surveying Services

Avon St and Empire Ave , Burbank

Date: 4/22/2017
Day: Saturday

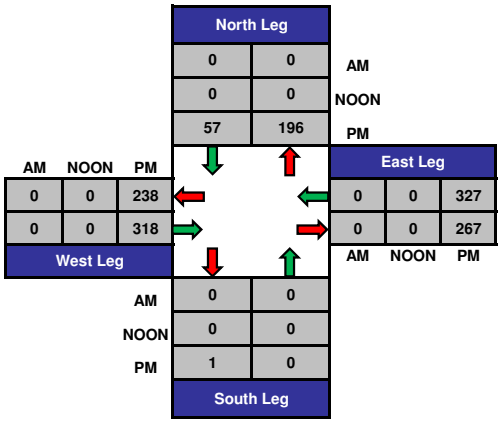
Project #: 17-5213-039
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	400 PM

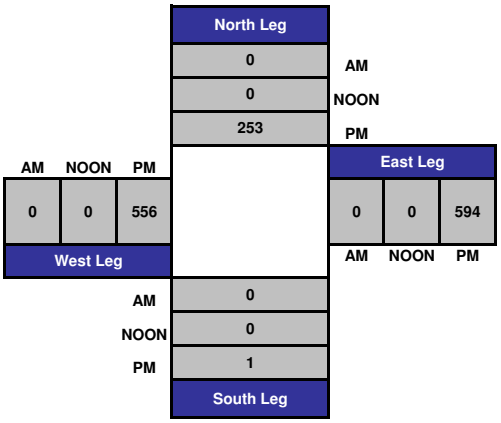


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

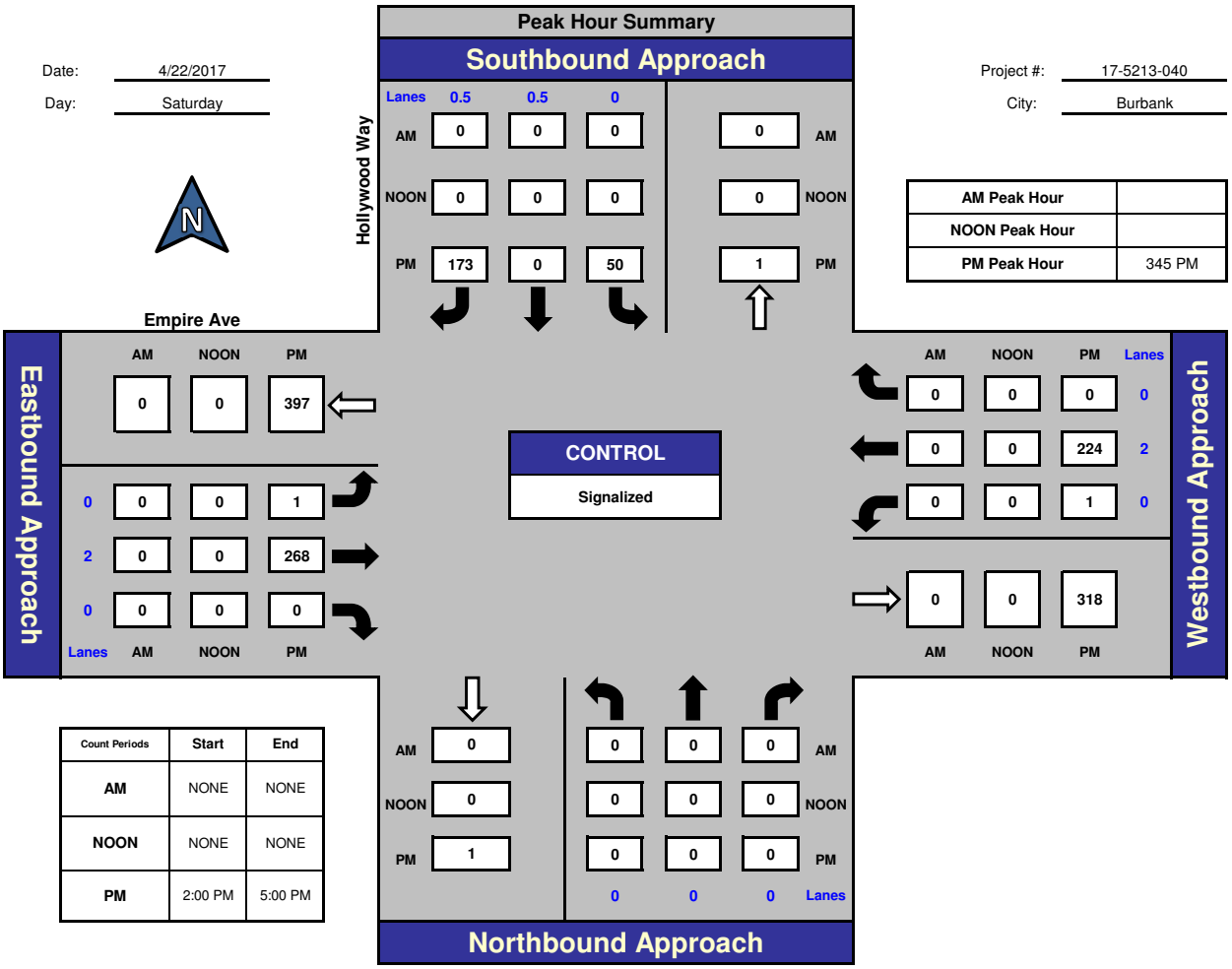
Hollywood Way and Empire Ave , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-040

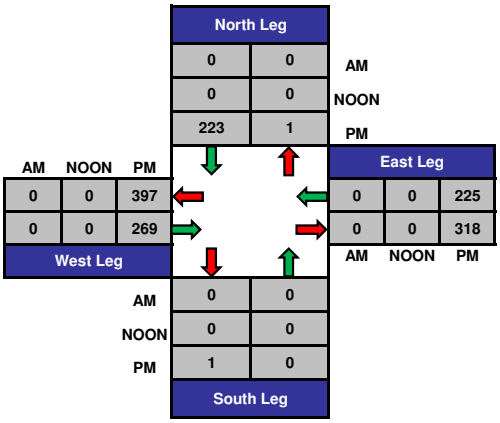
City: Burbank



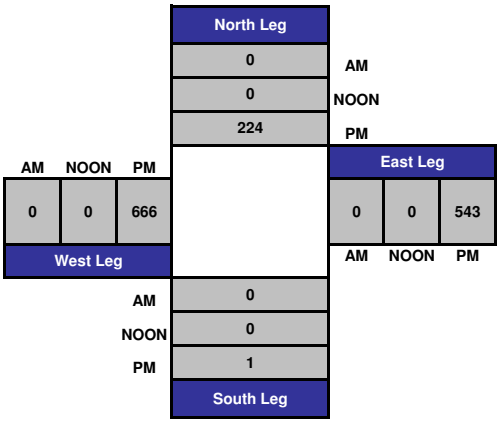
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

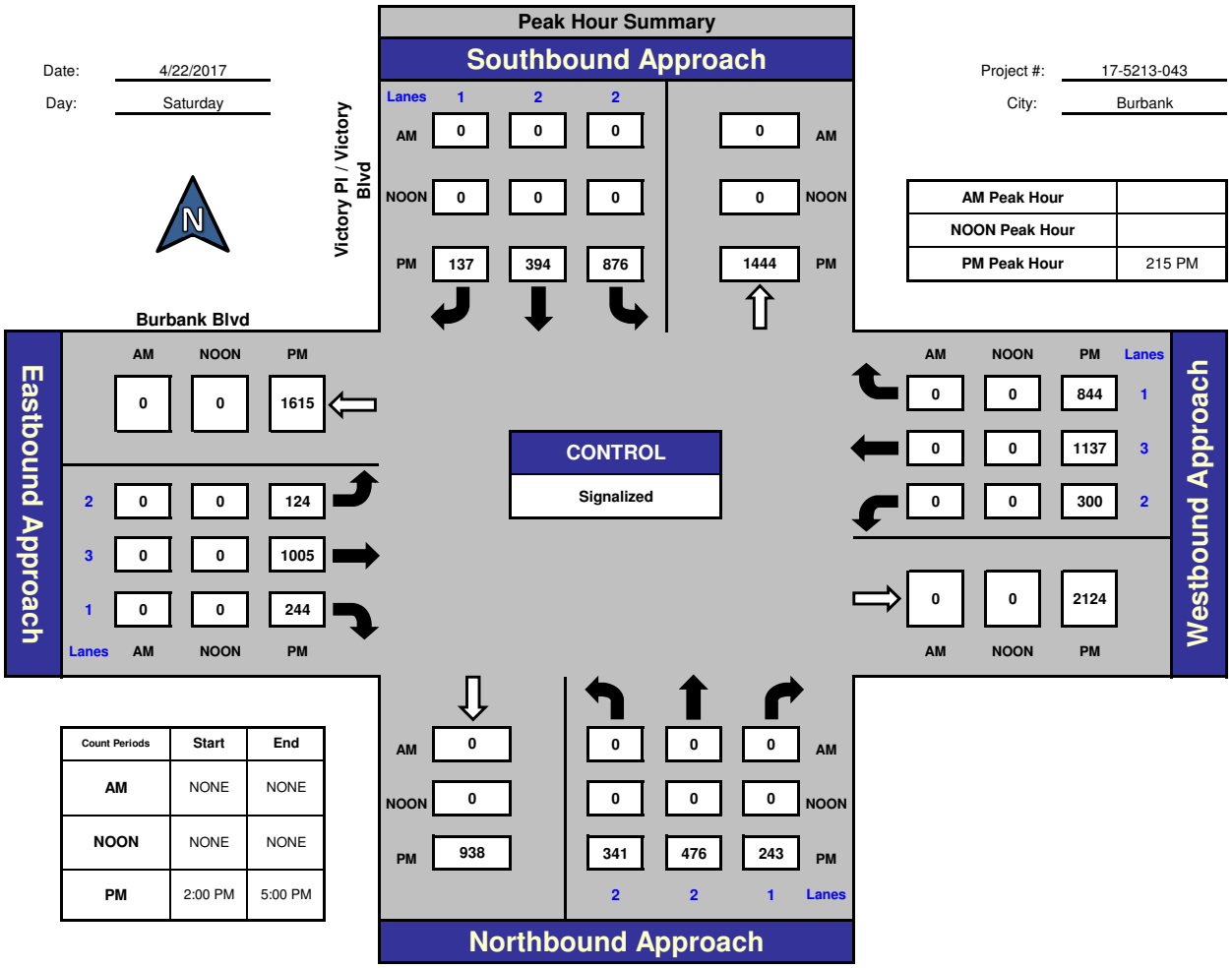
Victory Pl / Victory Blvd and Burbank Blvd , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-043

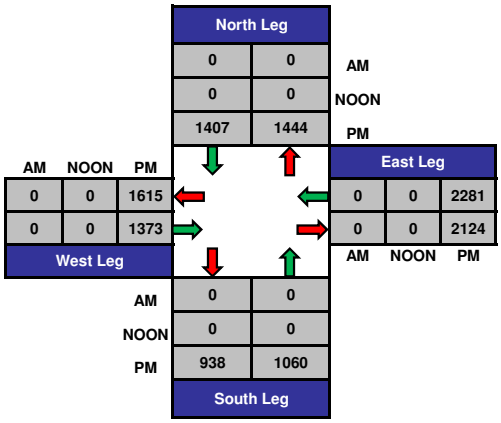
City: Burbank



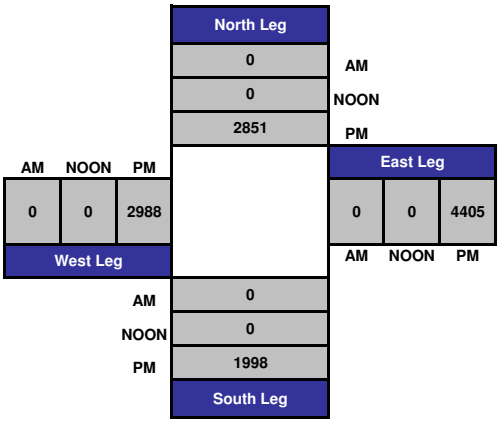
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	215 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

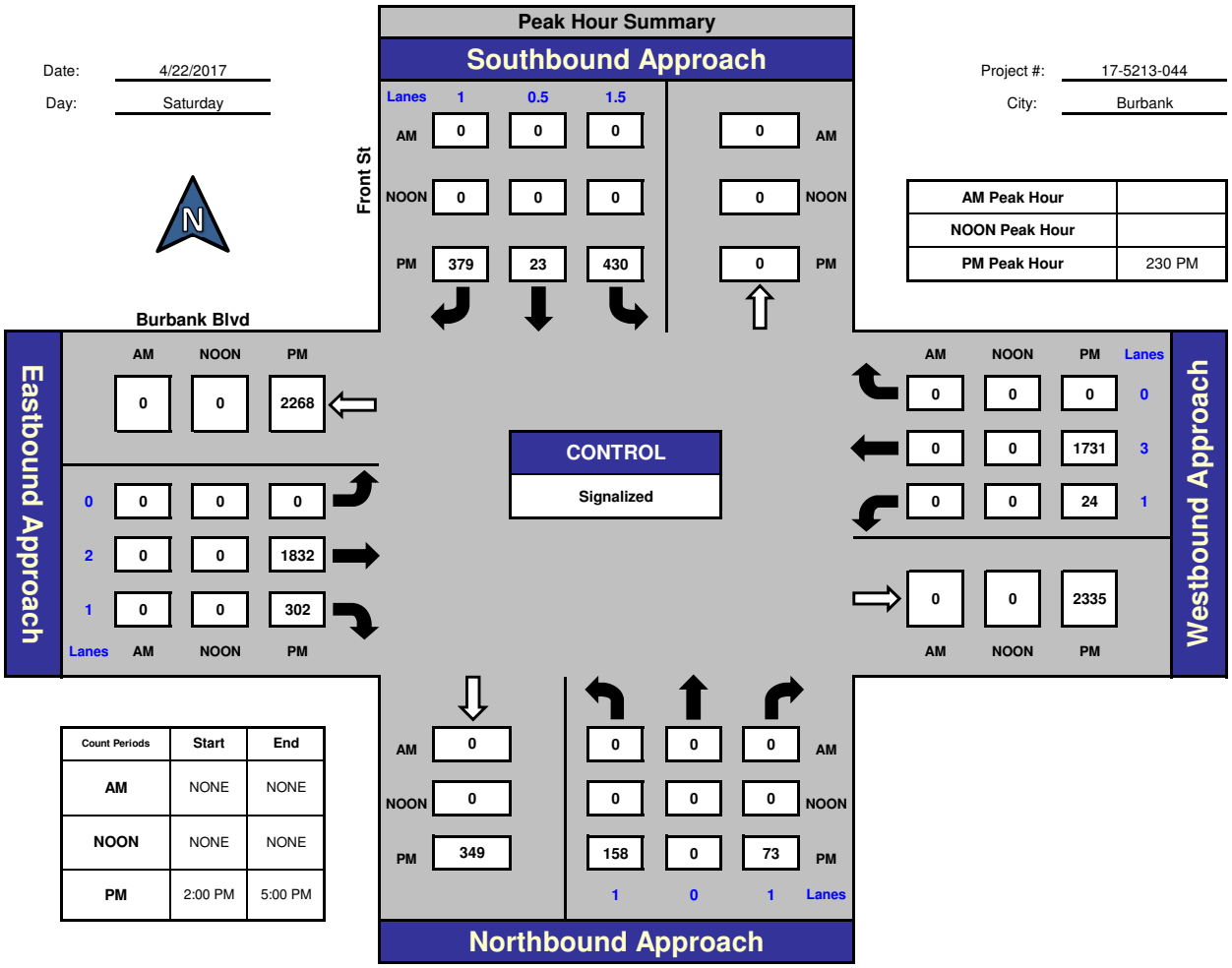
National Data & Surveying Services

Front St and Burbank Blvd , Burbank

Date: 4/22/2017
Day: Saturday

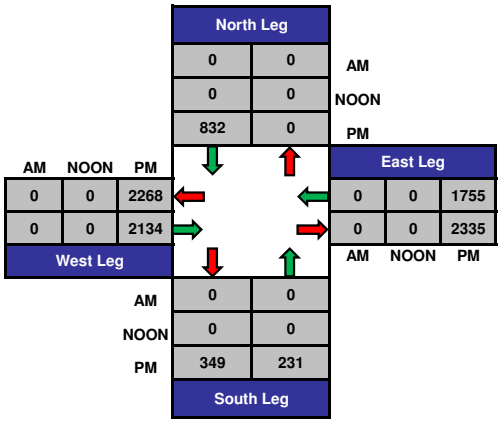
Project #: 17-5213-044
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	230 PM

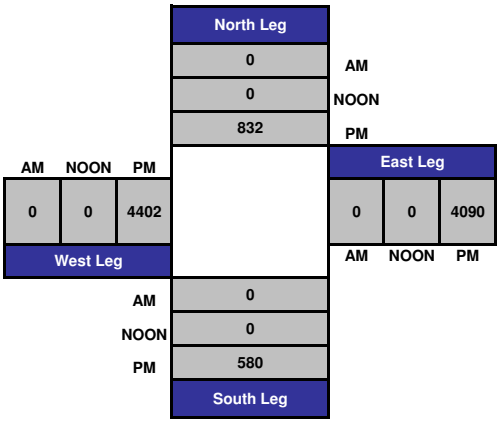


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

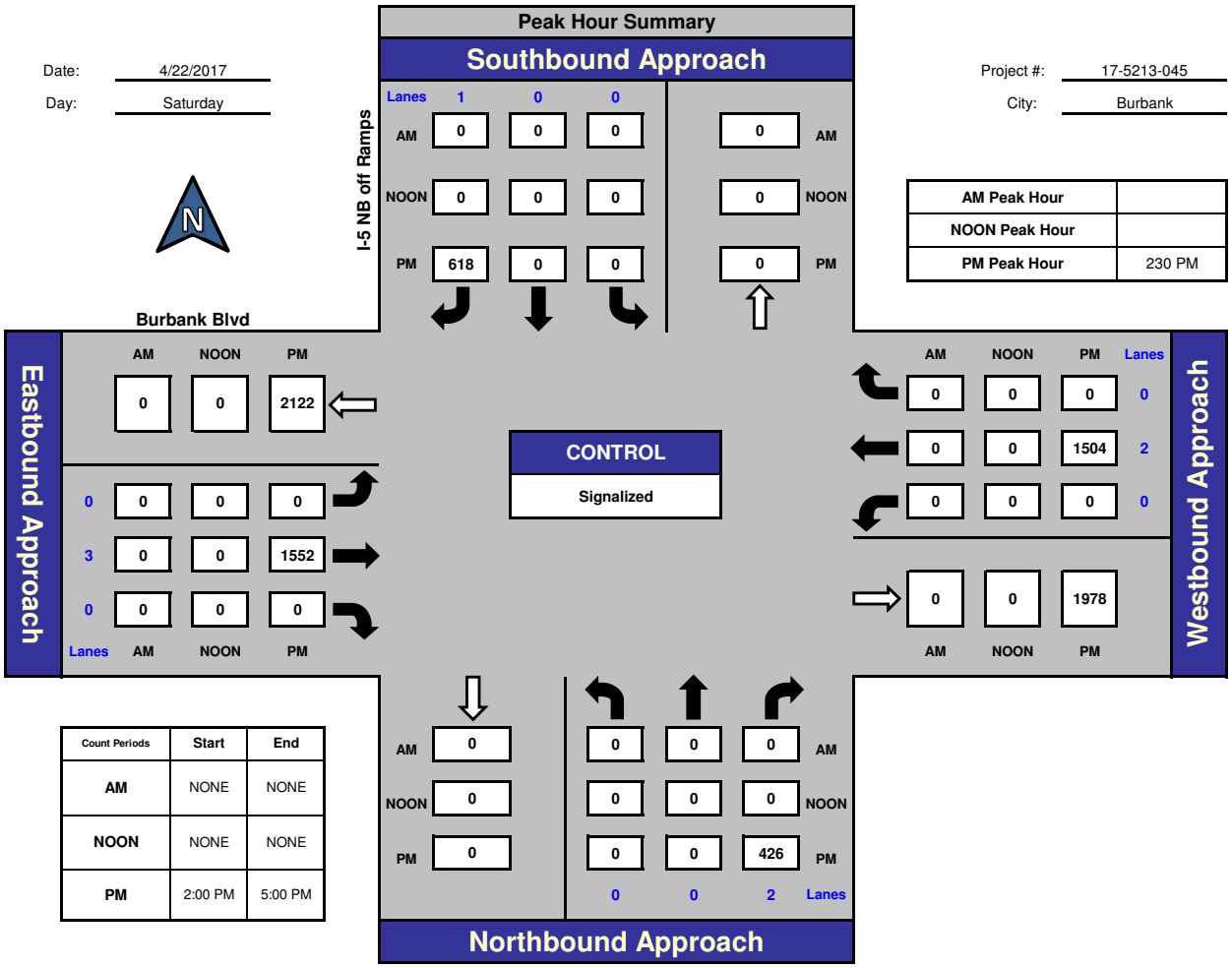
National Data & Surveying Services

I-5 NB off Ramps and Burbank Blvd , Burbank

Date: 4/22/2017
Day: Saturday

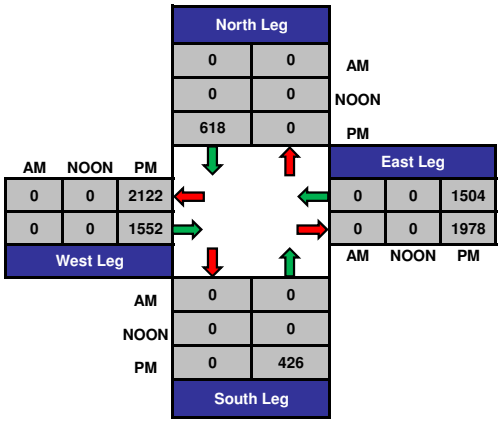
Project #: 17-5213-045
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	230 PM

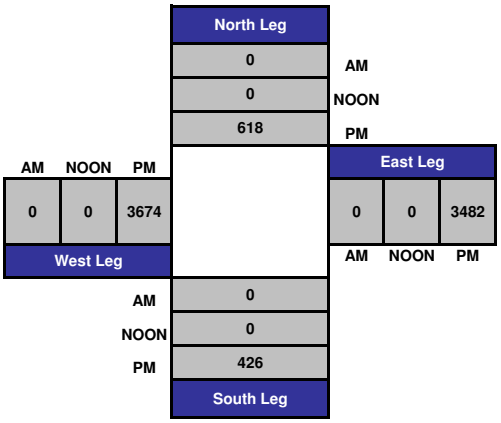


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Airport and Empire Ave , Burbank

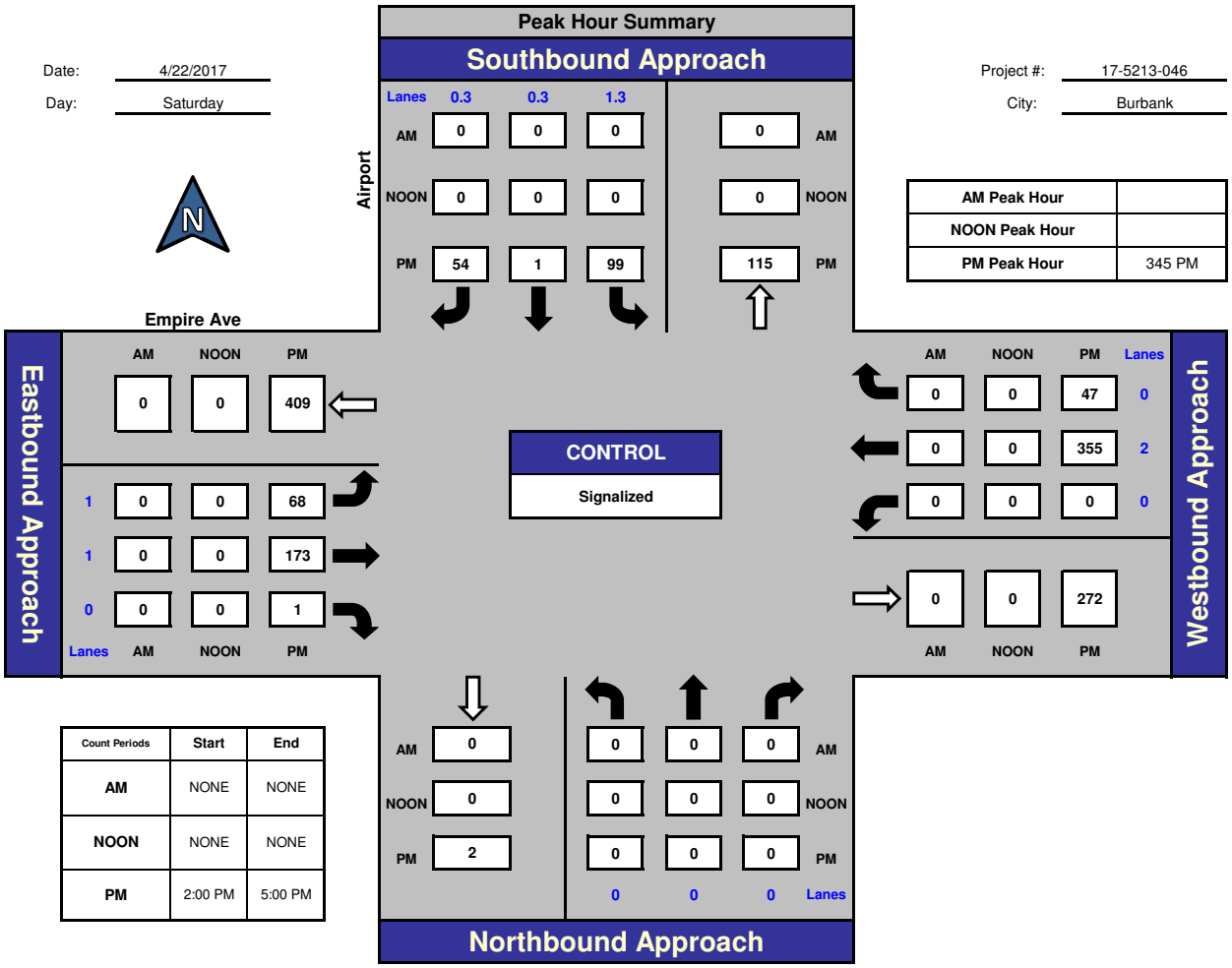
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-046

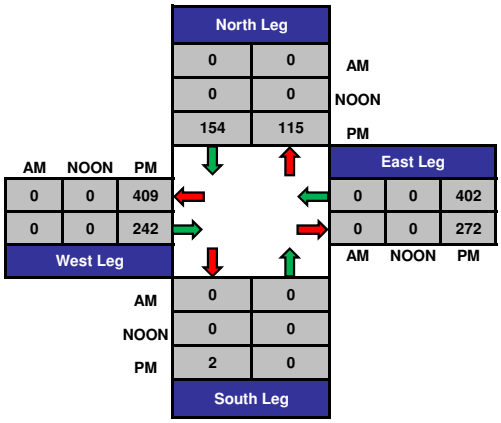
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

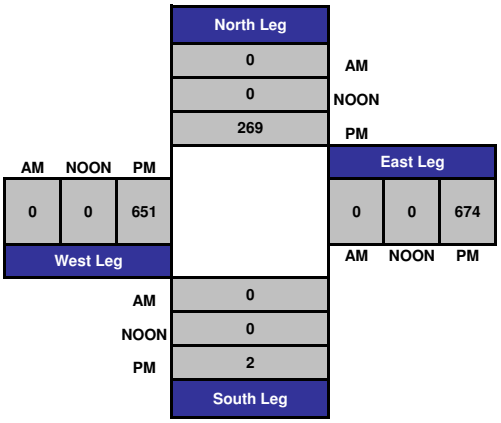


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

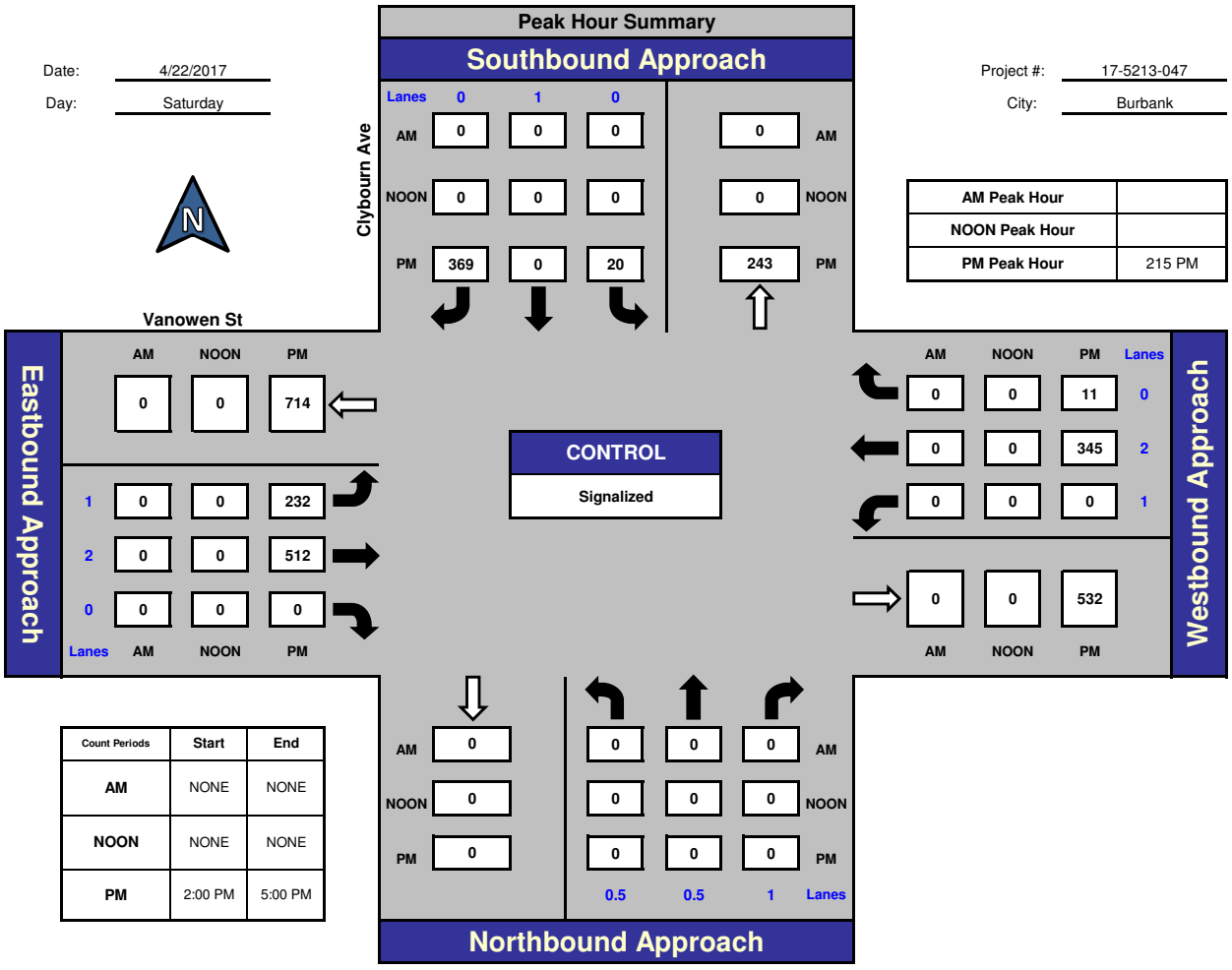
National Data & Surveying Services

Clybourn Ave and Vanowen St , Burbank

Date: 4/22/2017
Day: Saturday

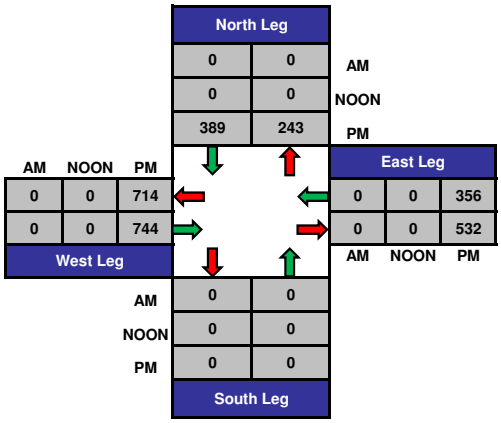
Project #: 17-5213-047
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	215 PM

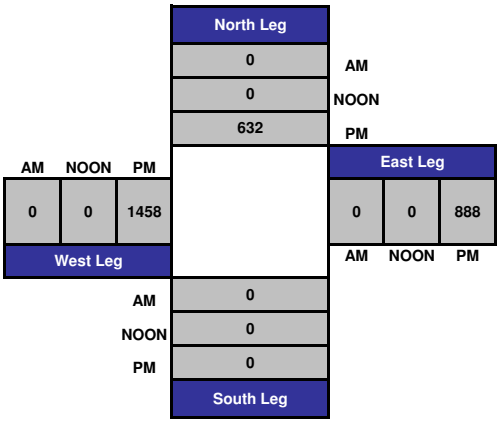


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

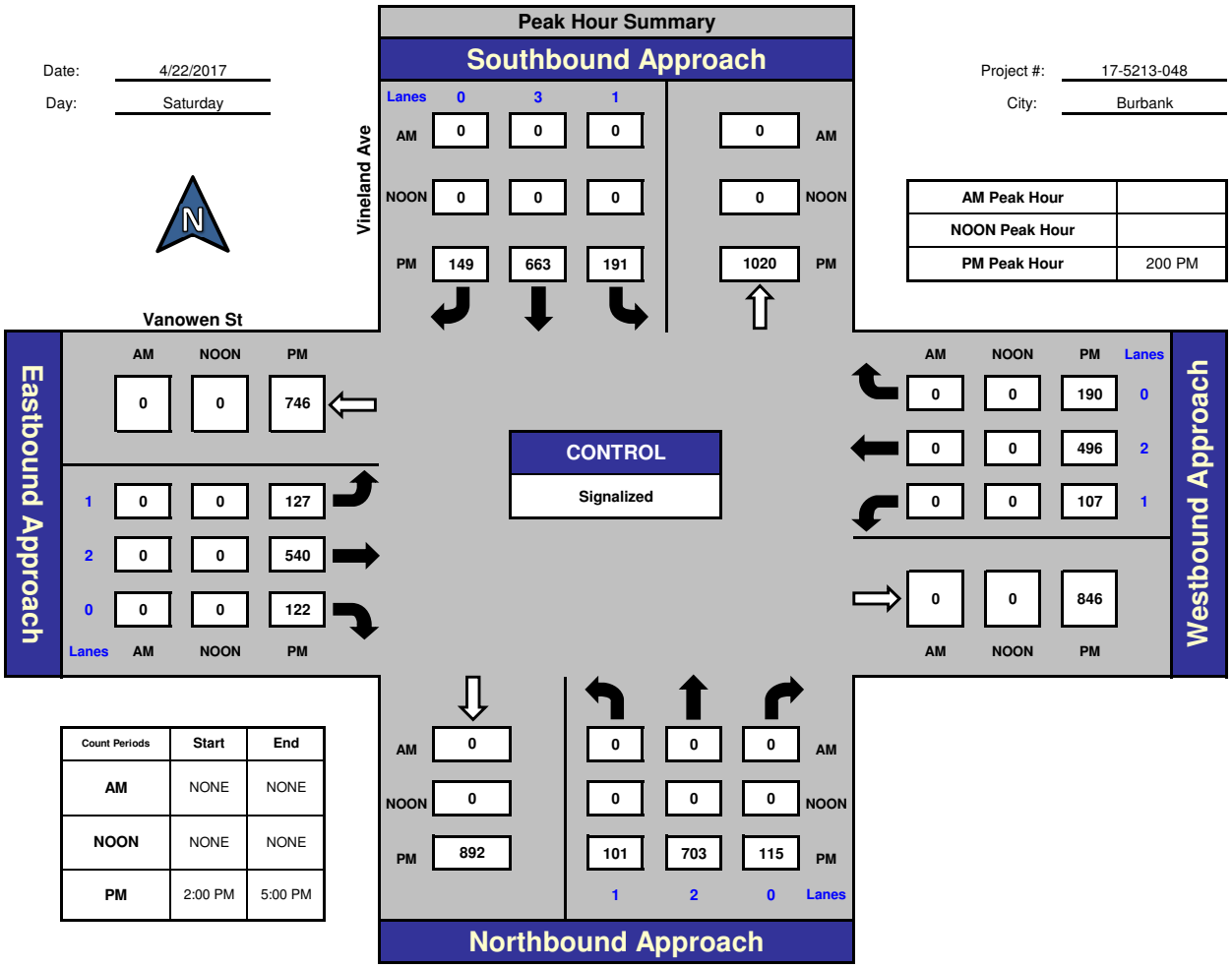
National Data & Surveying Services

Vineland Ave and Vanowen St , Burbank

Date: 4/22/2017
Day: Saturday

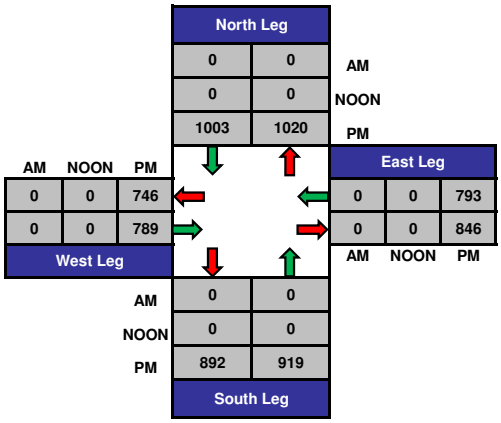
Project #: 17-5213-048
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

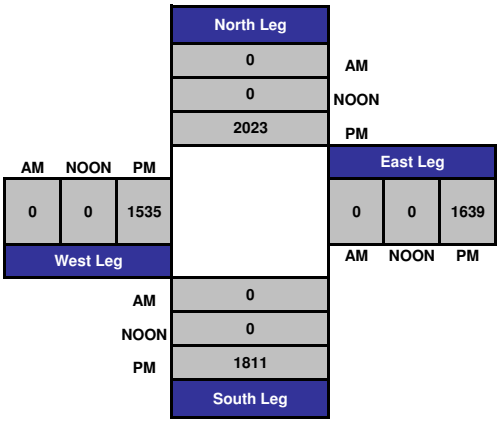


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Vineland Ave and Victory Blvd , Burbank

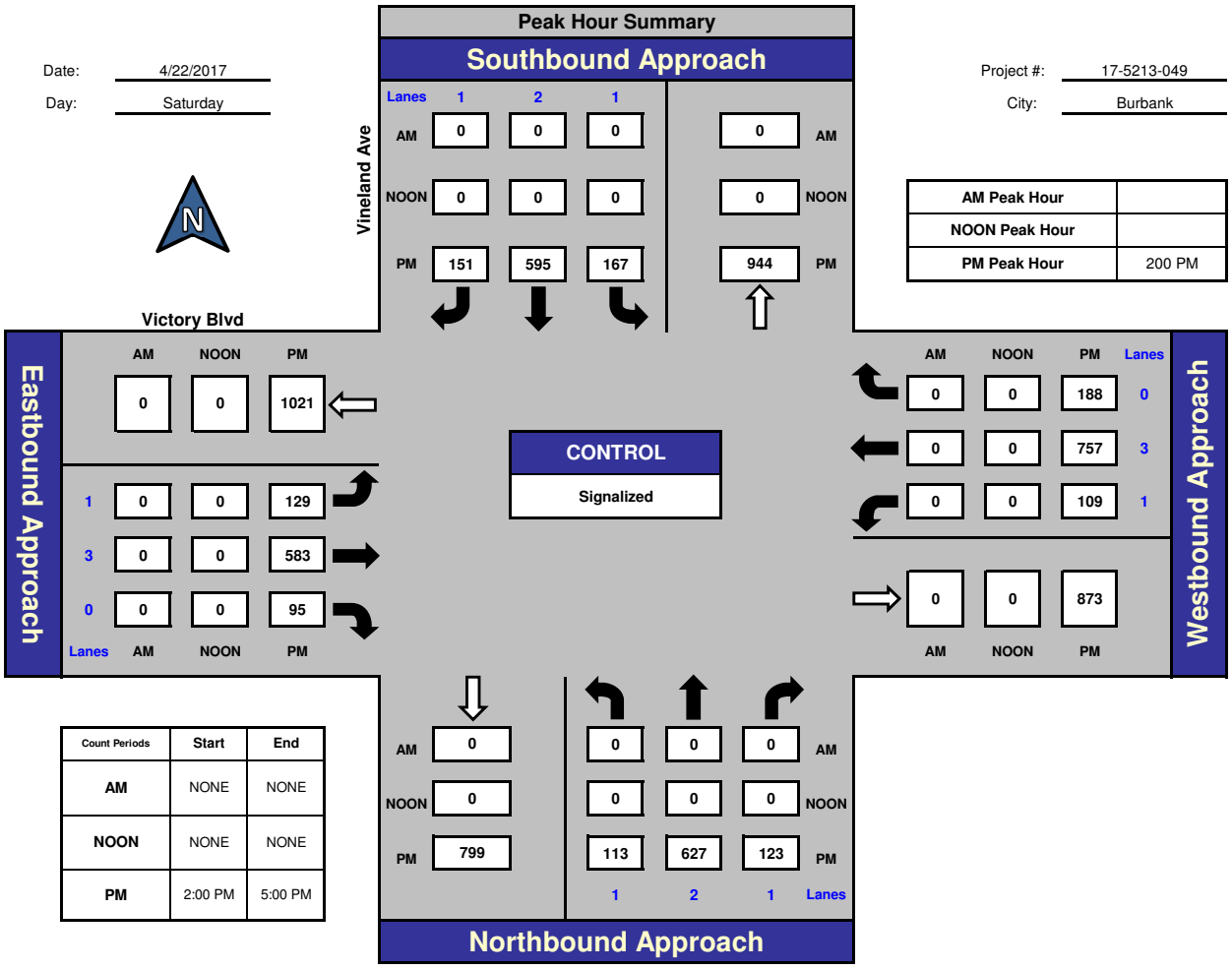
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-049

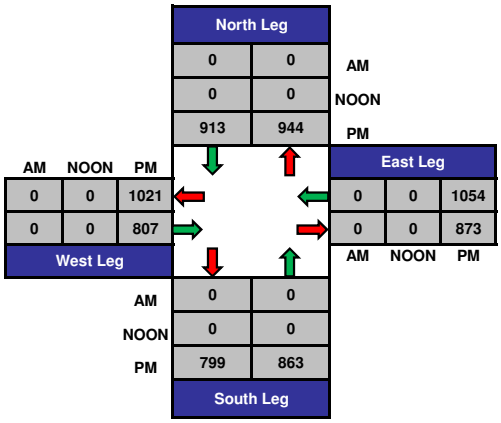
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

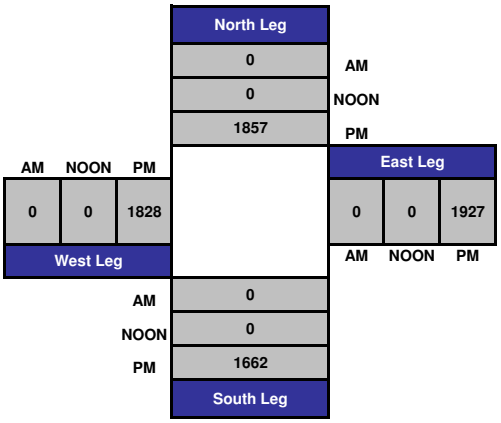


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

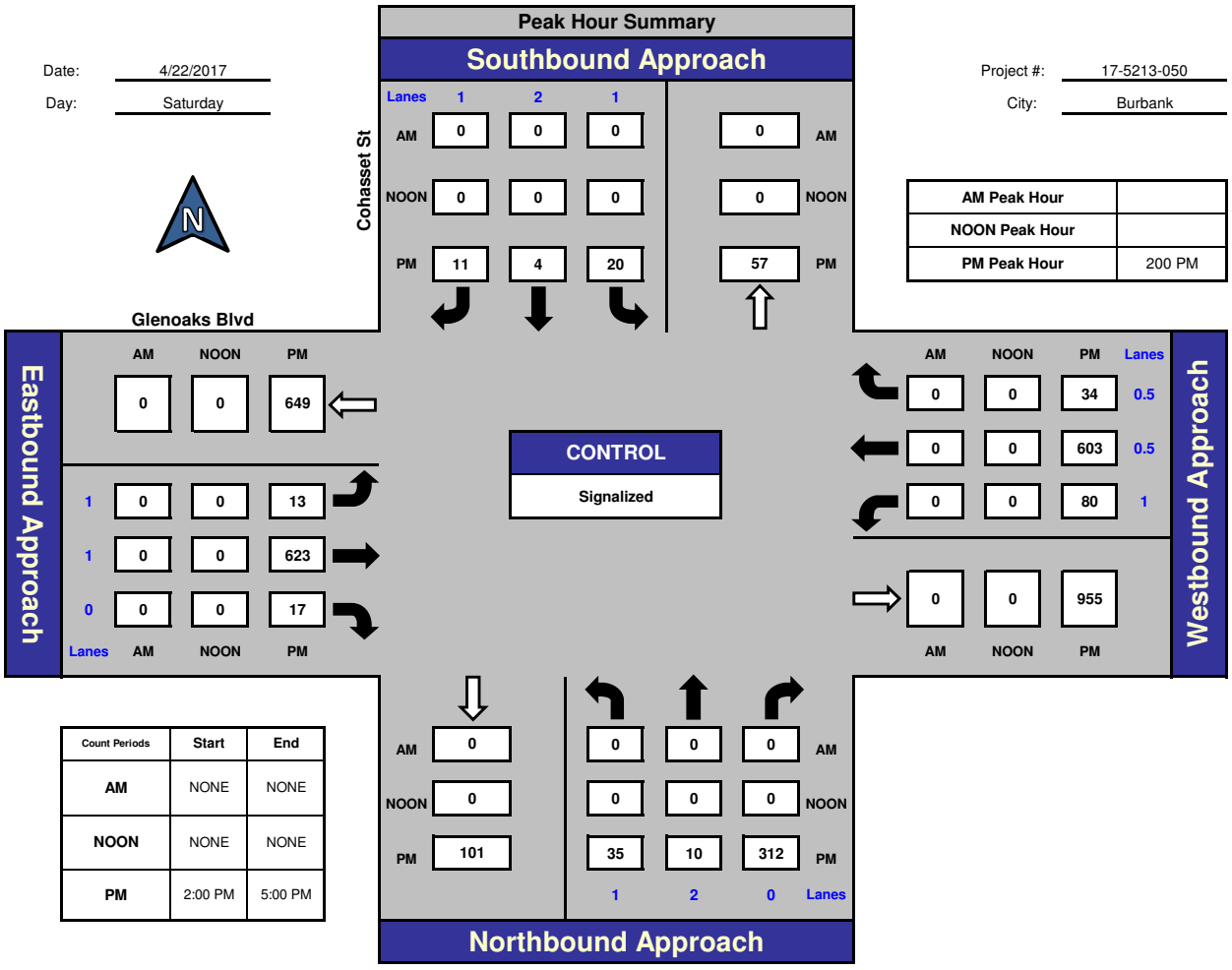
National Data & Surveying Services

Cohasset St and Glenoaks Blvd , Burbank

Date: 4/22/2017
Day: Saturday

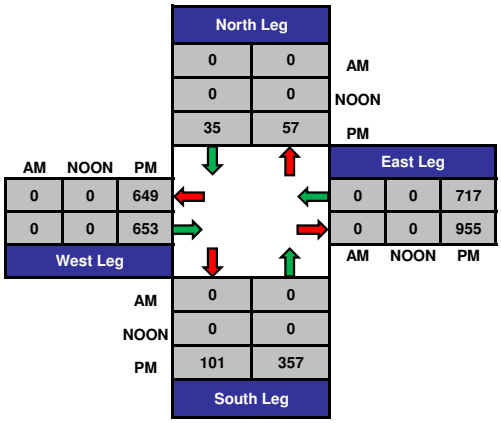
Project #: 17-5213-050
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

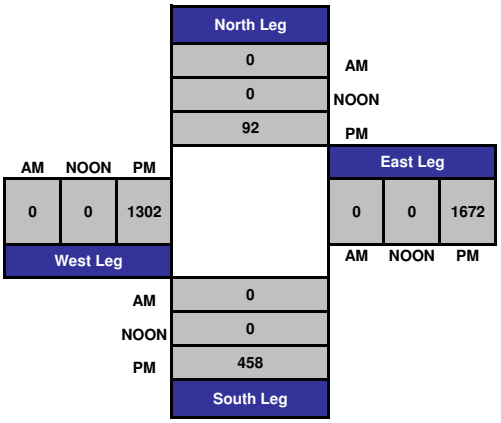


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

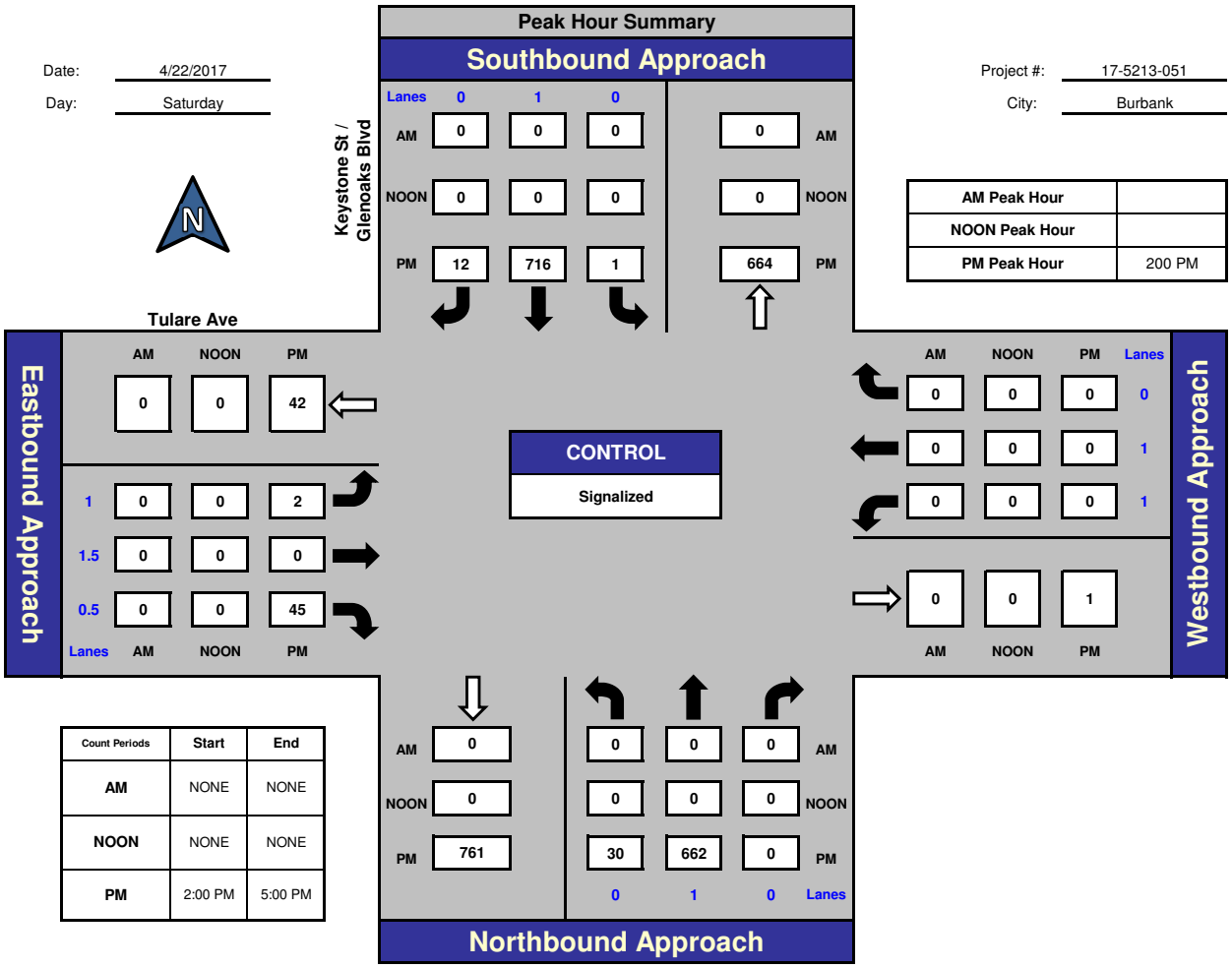
Prepared by:

National Data & Surveying Services

Keystone St / Glenoaks Blvd and Tulare Ave , Burbank

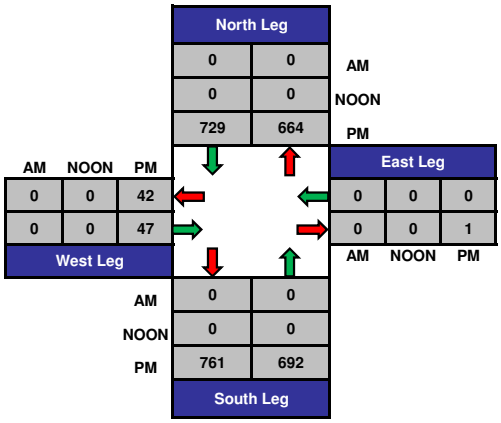
Date: 4/22/2017
Day: Saturday
Project #: 17-5213-051
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

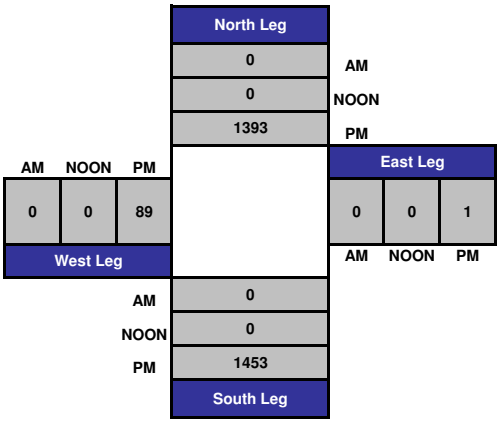


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

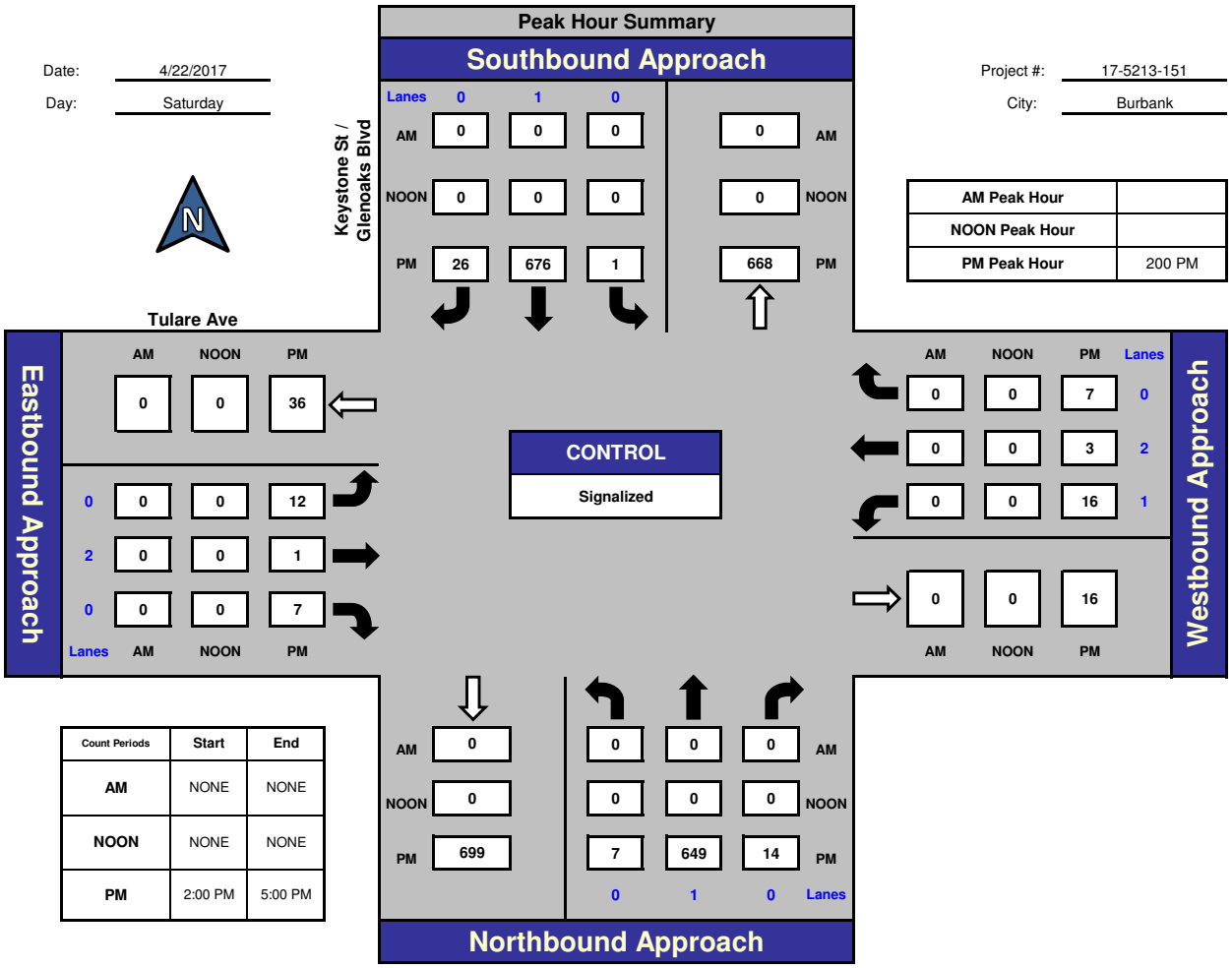
Prepared by:

National Data & Surveying Services

Keystone St / Glenoaks Blvd and Tulare Ave , Burbank

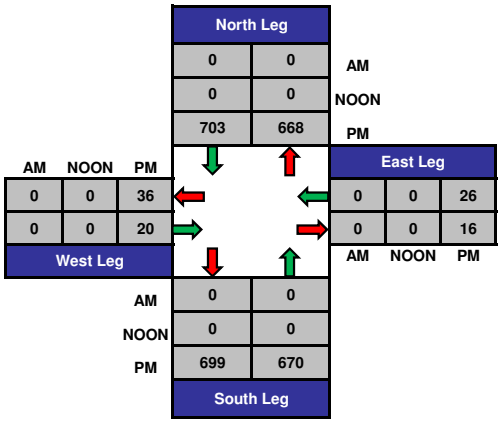
Date: 4/22/2017
Day: Saturday
Project #: 17-5213-151
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

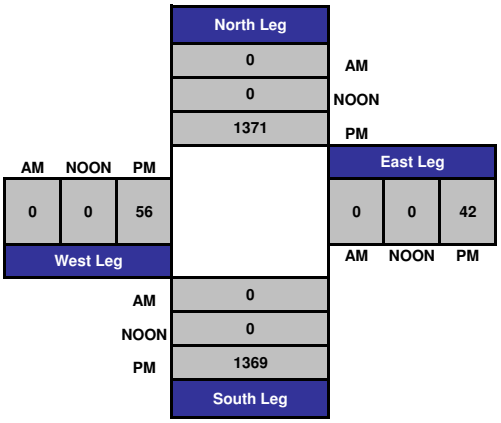


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

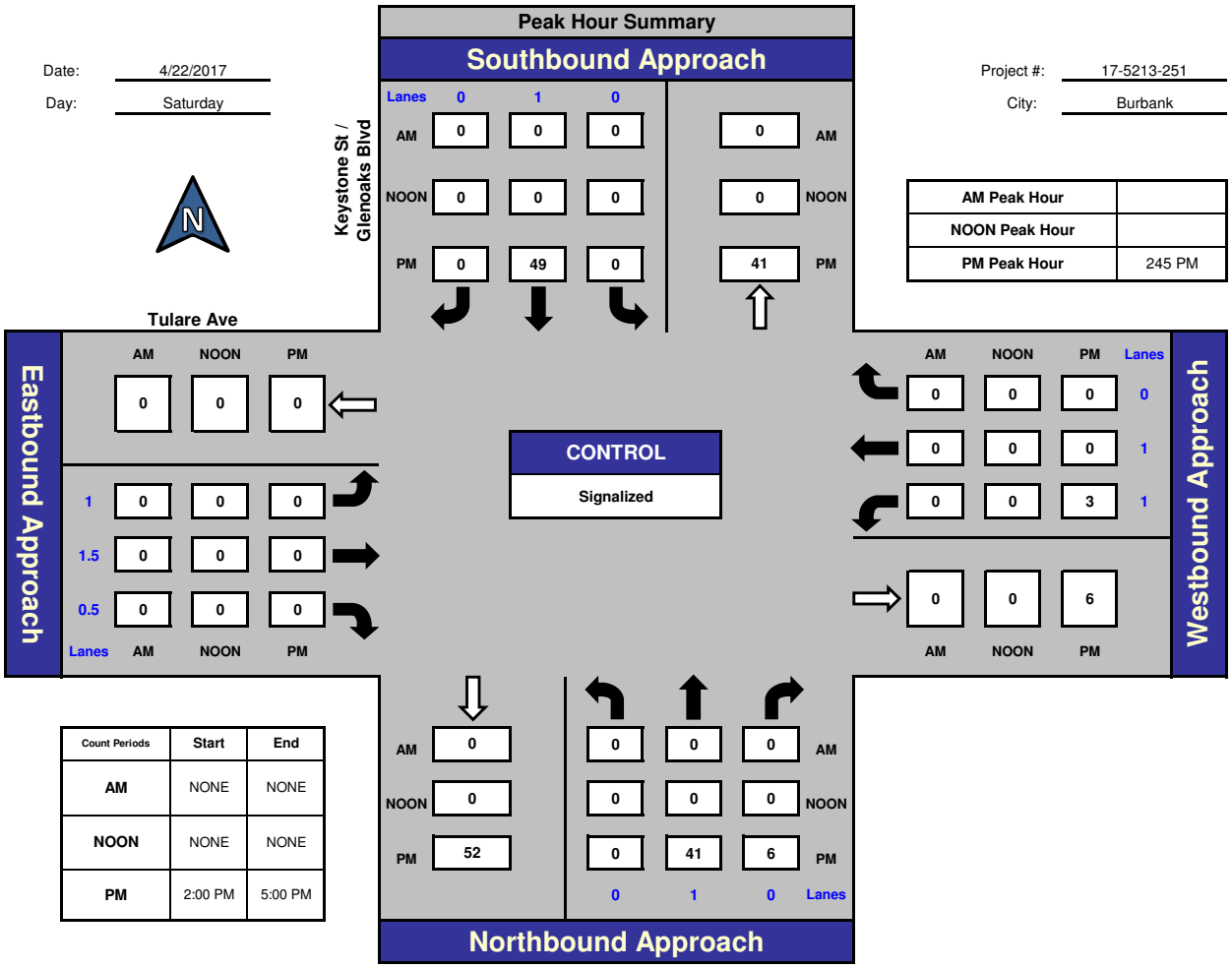
Prepared by:

National Data & Surveying Services

Keystone St / Glenoaks Blvd and Tulare Ave , Burbank

Date: 4/22/2017
Day: Saturday

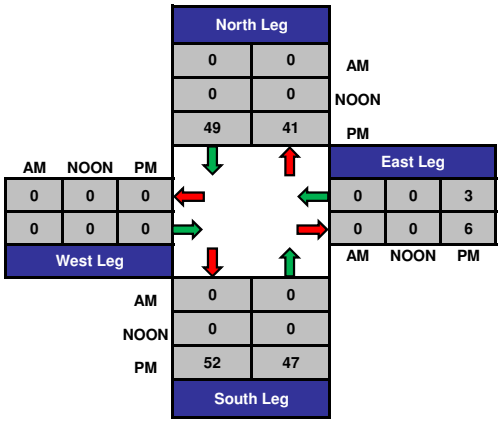
Project #: 17-5213-251
City: Burbank



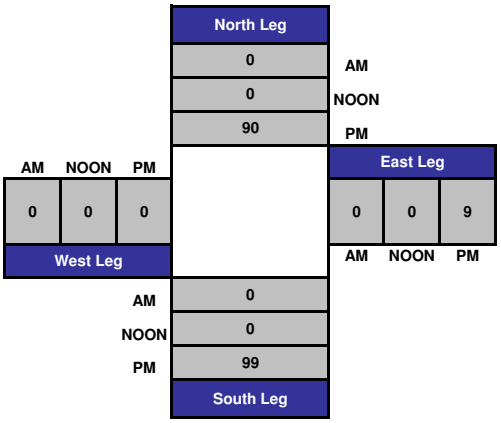
Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	245 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

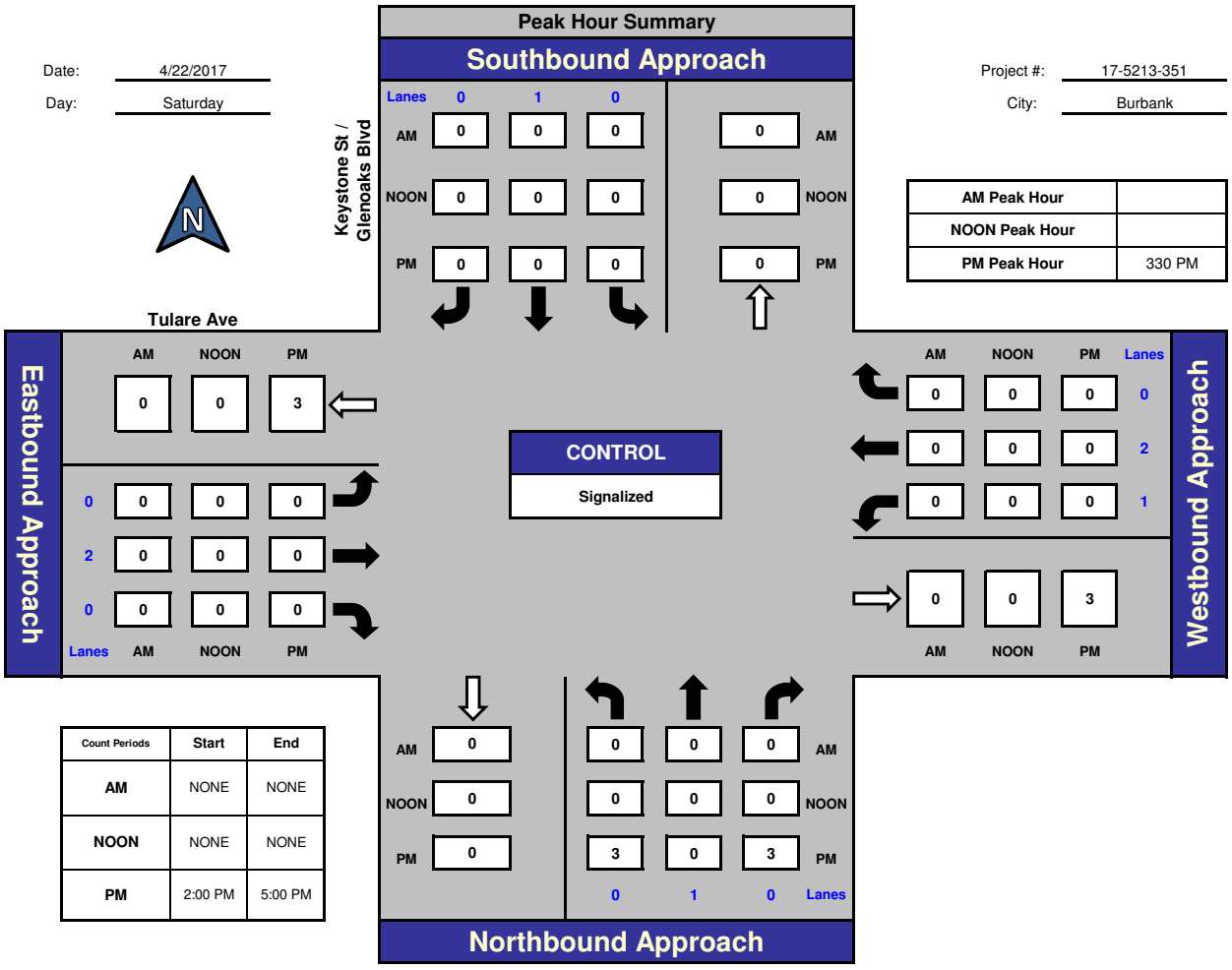
Prepared by:

National Data & Surveying Services

Keystone St / Glenoaks Blvd and Tulare Ave , Burbank

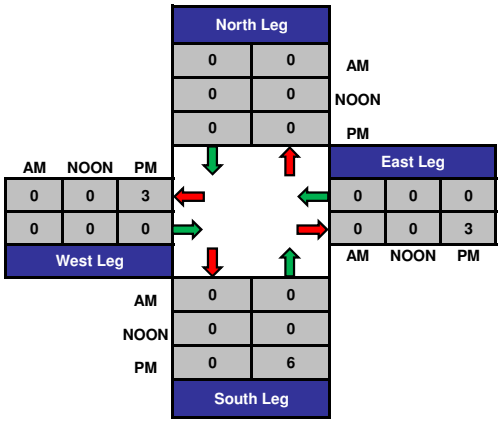
Date: 4/22/2017
Day: Saturday
Project #: 17-5213-351
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	330 PM

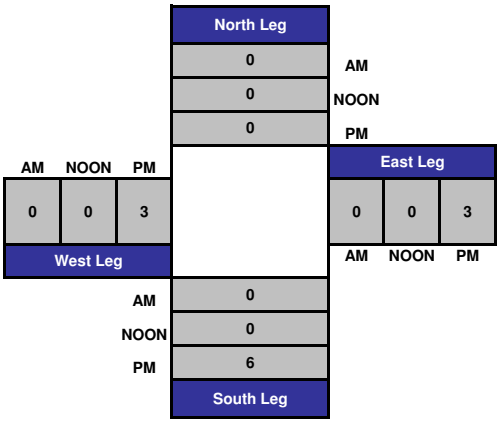


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

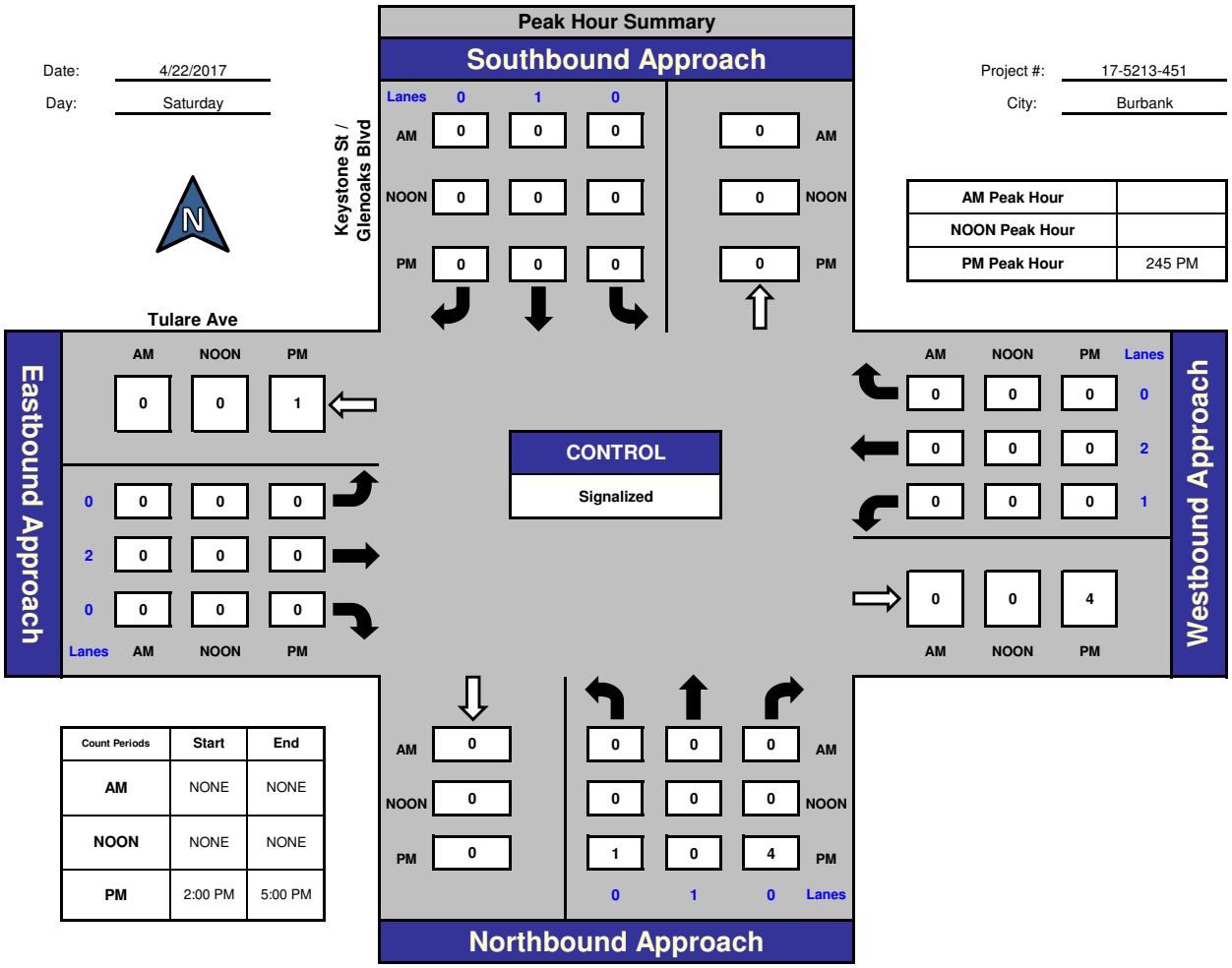
National Data & Surveying Services

Keystone St / Glenoaks Blvd and Tulare Ave , Burbank

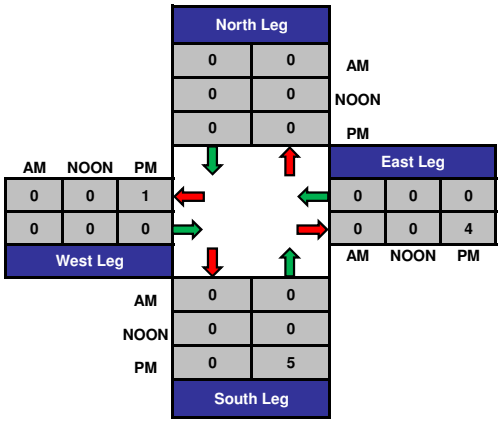
Date: 4/22/2017
Day: Saturday

Project #: 17-5213-451
City: Burbank

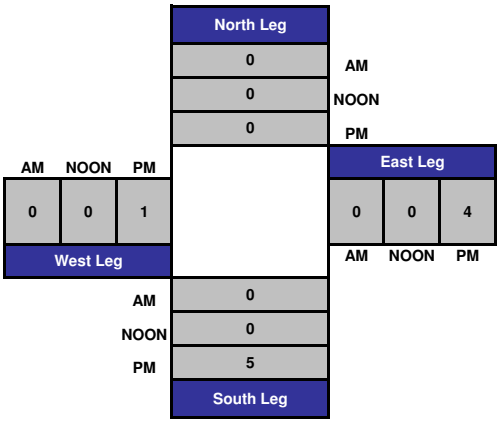
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	245 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

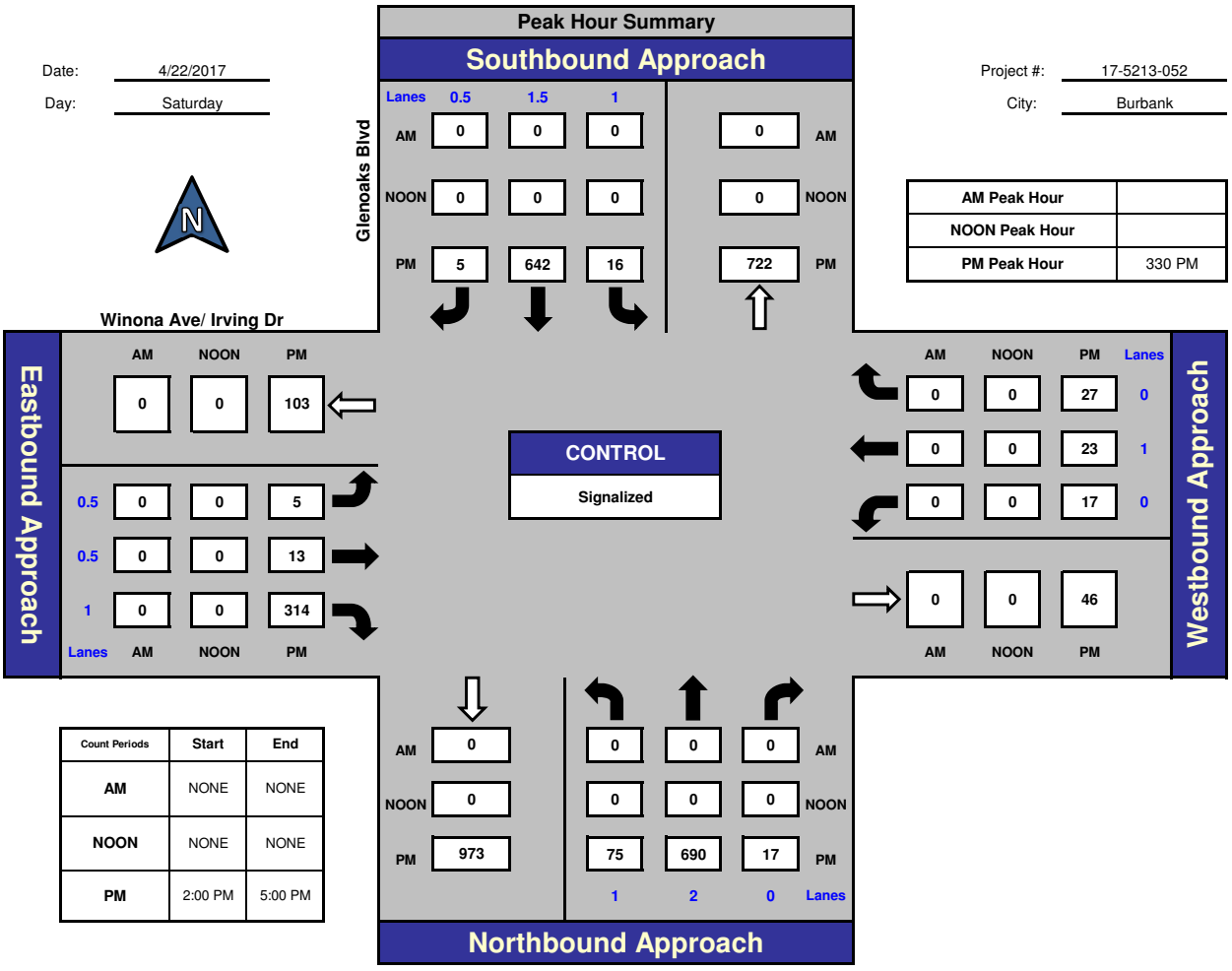
Glenoaks Blvd and Winona Ave/ Irving Dr , Burbank

Date: 4/22/2017

Day: Saturday

Project #: 17-5213-052

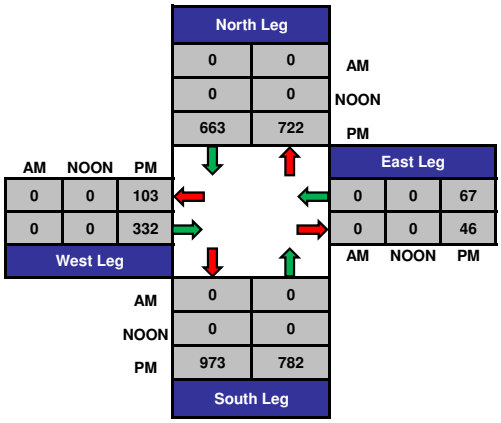
City: Burbank



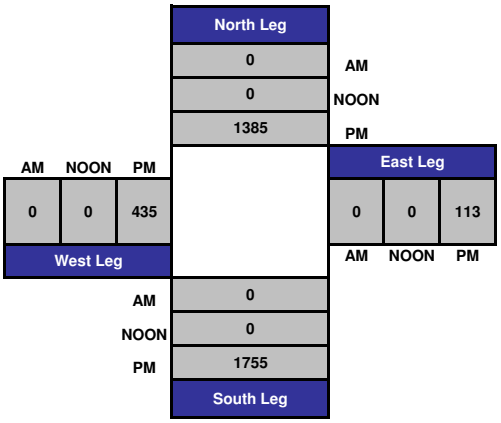
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	330 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Glenoaks Blvd/Scott Rd and Payton Ave/Eton Dr , Burbank

Date: 4/22/2017
Day: Saturday
Project #: 17-5213-053
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Peak Hour Summary

Southbound Approach — Glenoaks Blvd/Scott Rd

Lanes	0	2	1		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	942	11	757	PM

Eastbound Approach — Payton Ave/Eton Dr

Lanes	AM	NOON	PM
	0	0	4
0	0	0	2
0	0	0	0
0	0	0	1

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	17
1	0	0	4
0	0	0	125
	0	0	186

CONTROL: Signalized

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Northbound Approach

Lanes	0	2	1		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	1068	738	175		PM

Total Ins & Outs

	AM	NOON	PM
North Leg	0	0	0
	0	0	0
	953	757	1710
East Leg	0	0	146
	0	0	186
West Leg	0	0	4
	0	0	3
South Leg	0	0	0
	0	0	0
	1068	913	1981

Total Volume Per Leg

	AM	NOON	PM
North Leg	0	0	0
	0	0	0
	1710		
East Leg	0	0	332
West Leg	0	0	7
South Leg	0	0	0
	0	0	0
	1981		

ITM Peak Hour Summary

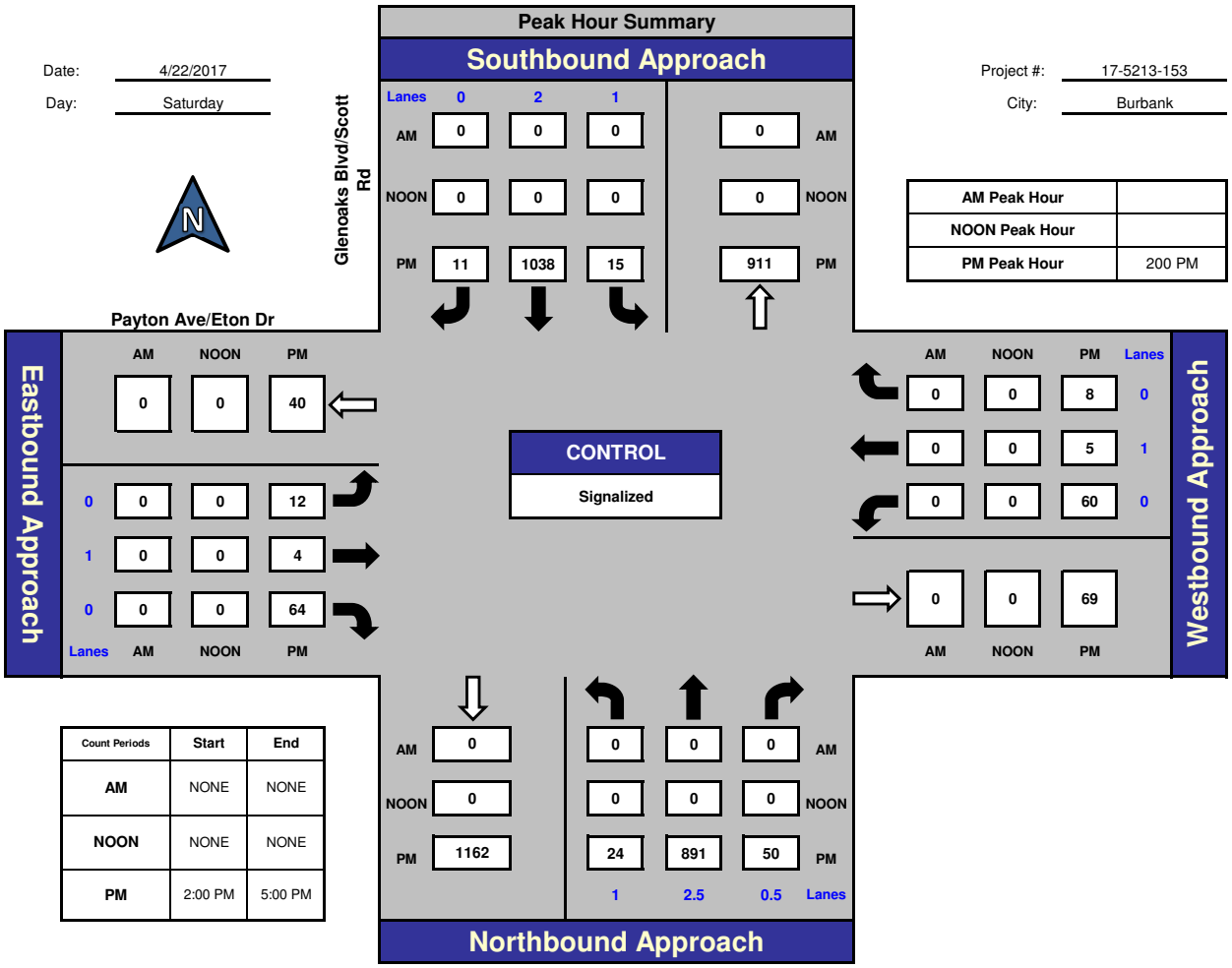
Prepared by:

National Data & Surveying Services

Glenoaks Blvd/Scott Rd and Payton Ave/Eton Dr , Burbank

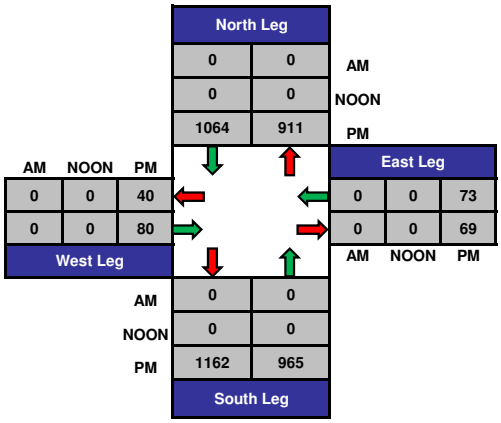
Date: 4/22/2017
Day: Saturday
Project #: 17-5213-153
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

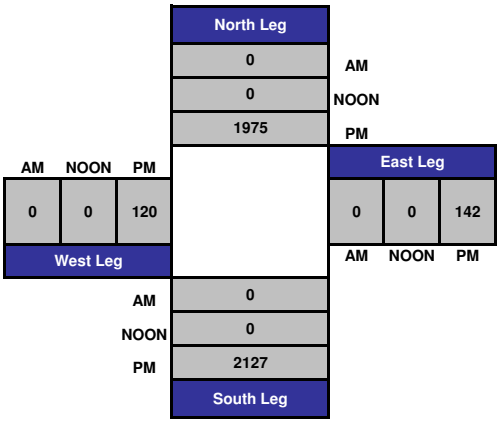


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Glenoaks Blvd/Scott Rd and Payton Ave/Eton Dr , Burbank

Date: 4/22/2017
Day: Saturday
Project #: 17-5213-253
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Peak Hour Summary

Southbound Approach (Glenoaks Blvd/Scott Rd)

Lanes	0	2	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	275	892	0	964	PM

Eastbound Approach (Payton Ave/Eton Dr)

Lanes	AM	NOON	PM
	0	0	283
0	0	0	167
1	0	0	0
0	0	0	10

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
1	0	0	0
0	0	0	0
	0	0	0

CONTROL: Signalized

Northbound Approach

Lanes	1	3	0	
AM	0	0	0	AM
NOON	0	0	0	NOON
PM	902	8	797	0	PM

Total Ins & Outs

	North Leg		
AM	0	0	AM
NOON	0	0	NOON
PM	1167	964	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
0	0	283	0	0	0
0	0	177	0	0	0

	South Leg	
AM	0	0
NOON	0	0
PM	902	805

Total Volume Per Leg

	North Leg	
AM	0	AM
NOON	0	NOON
PM	2131	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
0	0	460	0	0	0

	South Leg	
AM	0	
NOON	0	
PM	1707	

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Victory Blvd and Burbank Blvd , Burbank

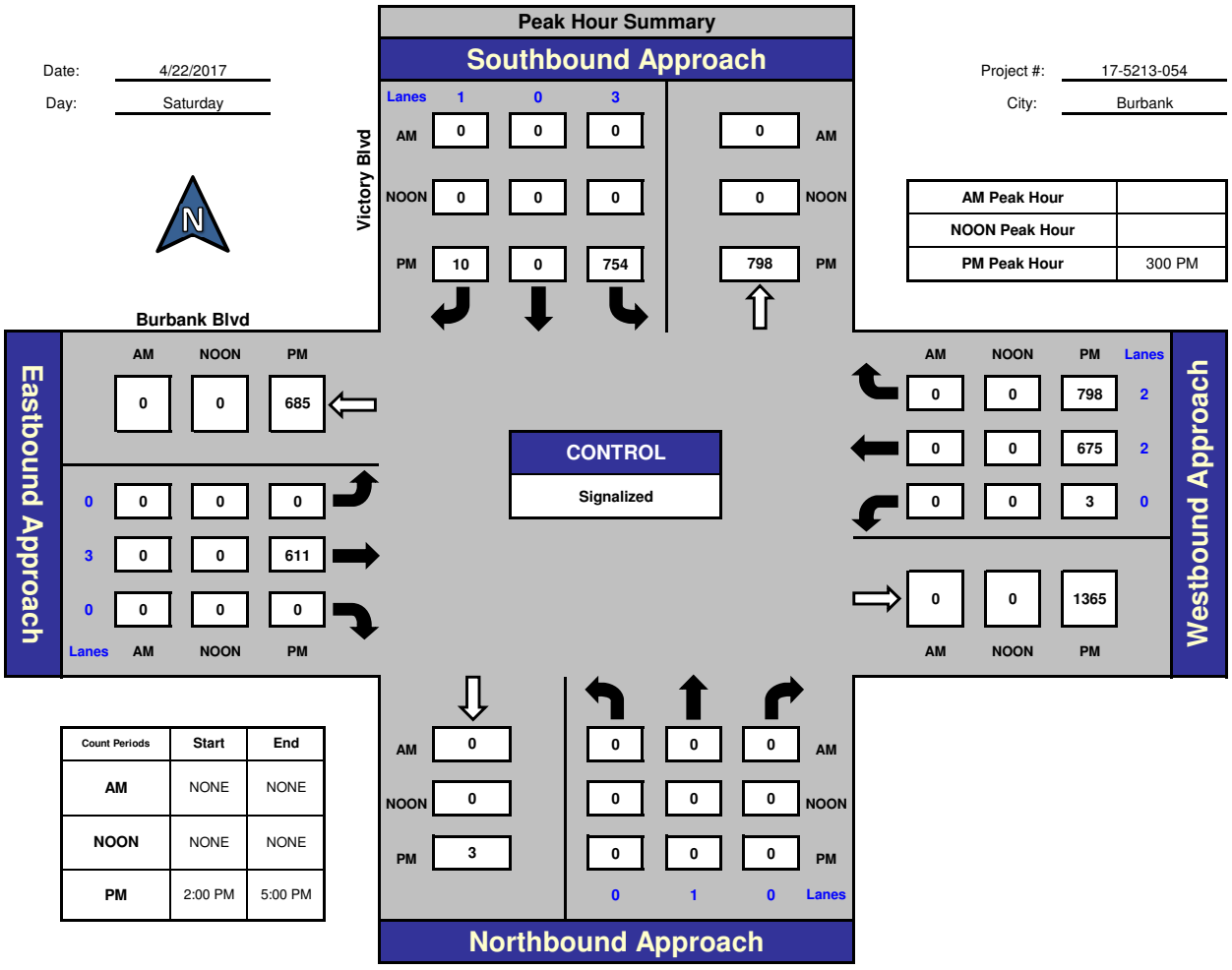
Date: 4/22/2017

Day: Saturday

Project #: 17-5213-054

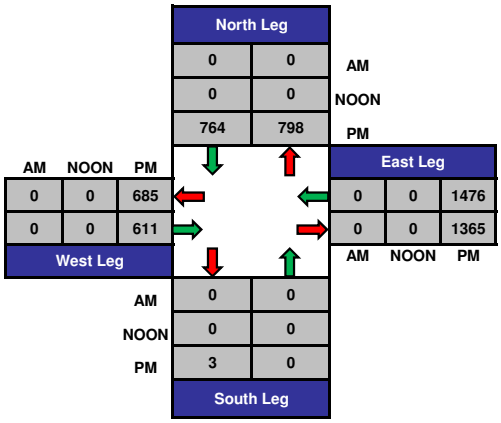
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	300 PM

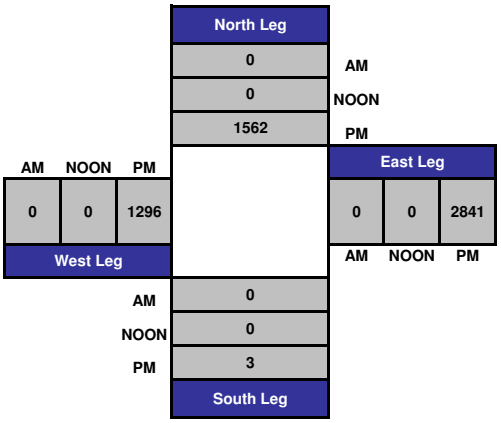


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

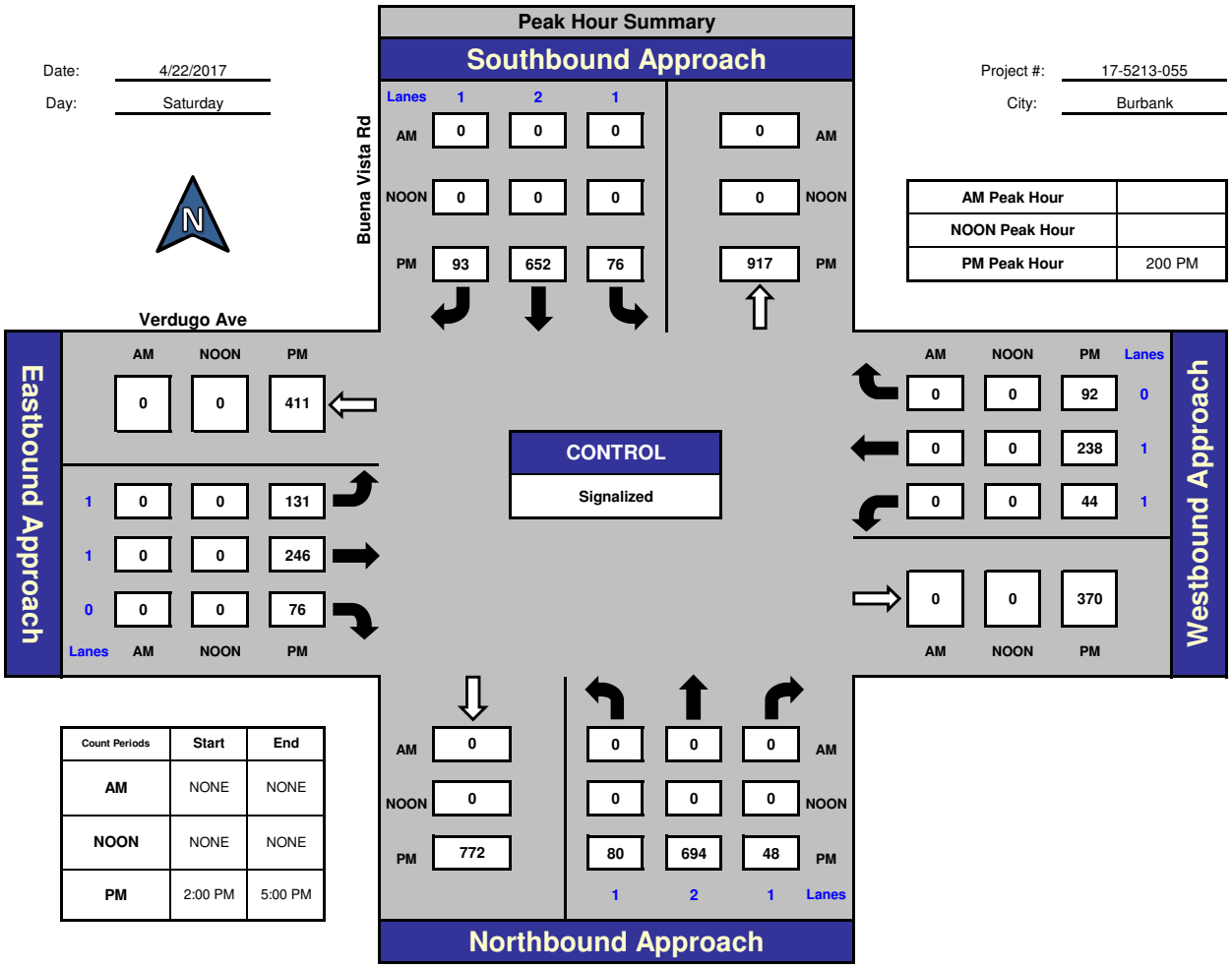
National Data & Surveying Services

Buena Vista Rd and Verdugo Ave , Burbank

Date: 4/22/2017
Day: Saturday

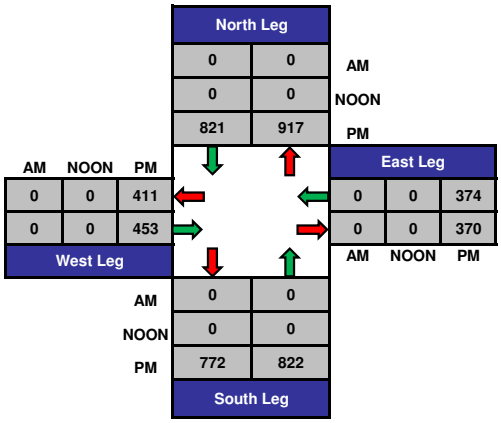
Project #: 17-5213-055
City: Burbank

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	200 PM

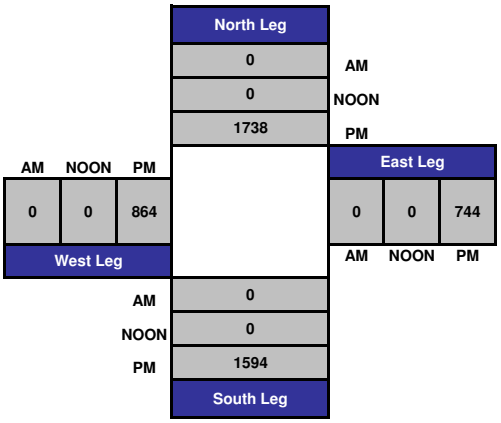


Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	2:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



2018 NDS COUNTS - WEEKDAY 1

Prepared by National Data & Surveying Services

Olive Ave & N Pass Ave

Peak Hour Turning Movement Count

ID: 18-05035-001
City: Burbank

Day: Wednesday
Date: 01/17/2018

PEAK HOURS

AM: 08:45 AM - 09:45 AM
NOON: NONE
PM: 05:15 PM - 06:15 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 04:30 PM - 07:30 PM

Olive Ave — SOUTHBOUND

AM	29	1256	0	0	1741	AM
NOON	0	0	0	0	0	NOON
PM	101	1262	0	0	1645	PM

EASTBOUND — N Pass Ave

AM	NOON	PM		
260	0	582	⇦	
0	0	0	↶	0
81	0	26	↱	1
0	0	0	→	0
743	0	322	↴	2
AM	NOON	PM		

WESTBOUND — N Pass Ave

PM	NOON	AM	
0	0	0	0 ↷
0	0	0	0 ←
0	0	0	0 ↰
0	0	0	0 ↩
0	0	0	⇨
PM	NOON	AM	

NORTHBOUND — Olive Ave

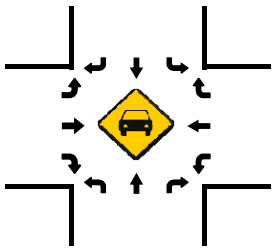
PM	1584	0	481	1619	0	PM
NOON	0	0	0	0	0	NOON
AM	1999	0	231	1660	0	AM

CONTROL

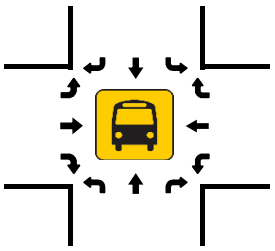
Signalized

TEV	4000	0	3811
	AM	NOON	PM
PHF	0.97		0.92

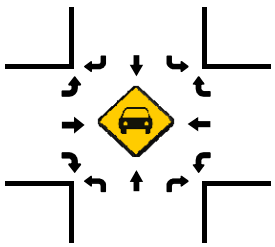
Total Vehicles (AM)



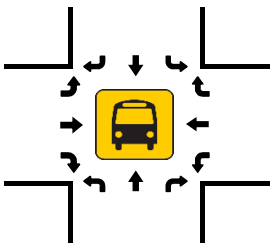
Total Vehicles (AM)



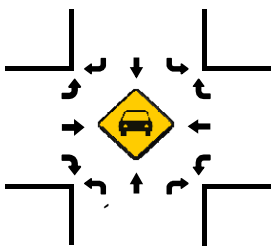
Total Vehicles (NOON)



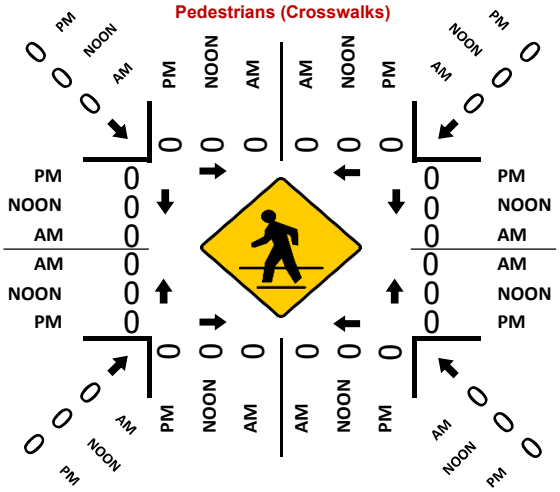
Total Vehicles (NOON)



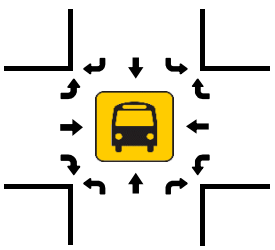
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Barham Blvd & Forest Lawn Dr

Peak Hour Turning Movement Count

ID: 18-05035-002
City: Los Angeles

Day: Wednesday
Date: 01/17/2018

PEAK HOURS

AM: 08:30 AM - 09:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 04:30 PM - 07:30 PM

Barham Blvd — SOUTHBOUND

AM	193	1295	289	0	1971	AM
NOON	0	0	0	0	0	NOON
PM	71	1386	181	0	1764	PM

EASTBOUND — Forest Lawn Dr

AM	NOON	PM		
399	0	107	⇦	
1	0	0	↶	0
37	0	96	↱	1
25	0	182	→	1.5
25	0	51	↴	1.5
AM	NOON	PM		

WESTBOUND — Forest Lawn Dr

PM	NOON	AM		
356	0	168	↰	1
20	0	137	←	1.5
658	0	514	↰	1.5
0	0	0	↶	0
1263	0	1081	⇨	
PM	NOON	AM		

CONTROL

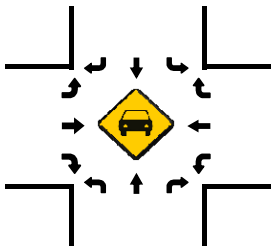
Signalized

TEV	5285	0	5229
	AM	NOON	PM
PHF	0.99		0.97

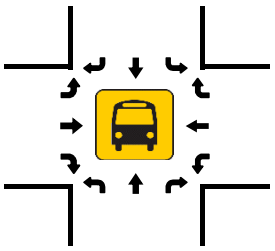
NORTHBOUND — Barham Blvd

PM	2095	0	16	1312	900	PM
NOON	0	0	0	0	0	NOON
AM	1834	0	68	1766	767	AM

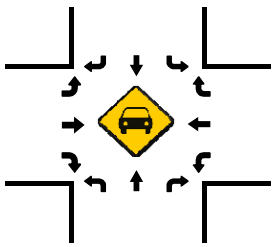
Total Vehicles (AM)



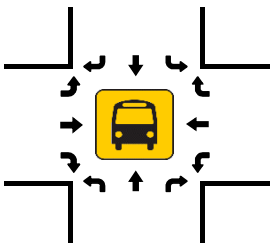
Total Vehicles (AM)



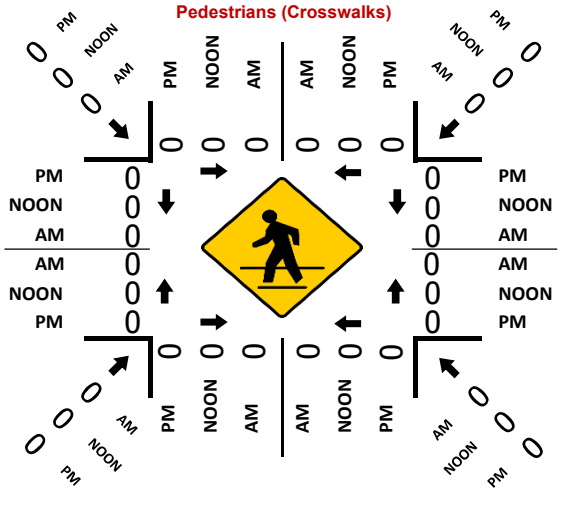
Total Vehicles (NOON)



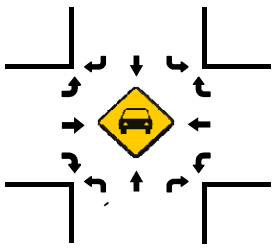
Total Vehicles (NOON)



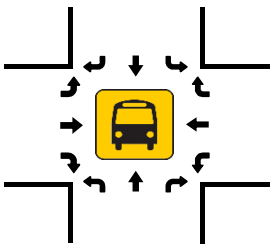
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Clybourn Ave/San Fernando Rd & Strathern St

Peak Hour Turning Movement Count

ID: 18-05035-003
City: Sun Valley

Day: Wednesday
Date: 01/17/2018

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 04:30 PM - 07:30 PM

Clybourn Ave/San Fernando Rd

SOUTHBOUND

AM	31	131	654	0	175	AM
NOON	0	0	0	0	0	NOON
PM	21	99	164	0	516	PM

EASTBOUND (Strathern St)

AM	NOON	PM	
116	0	209	⇦
1	0	0	↶ 0
8	0	8	↱ 0
295	0	111	→ 1
31	0	18	↴ 0

WESTBOUND (Strathern St)

PM	NOON	AM	
362	0	119	↰ 0
166	0	58	← 2
246	0	195	↰ 1
0	0	0	↰ 0
607	0	1362	⇨

CONTROL: Signalized

TEV	2010 AM	0 NOON	1695 PM
PHF	0.95		0.92

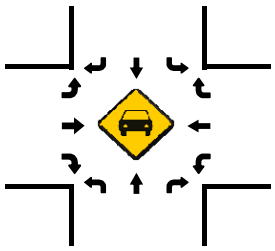
NORTHBOUND

PM	363	0	22	146	332	PM
NOON	0	0	0	0	0	NOON
AM	357	0	26	48	413	AM

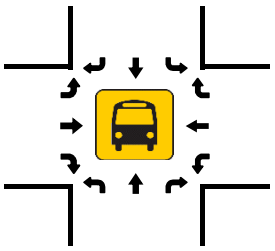
0 2 0 0 — 0 1 1.5 0.5

Clybourn Ave/San Fernando Rd

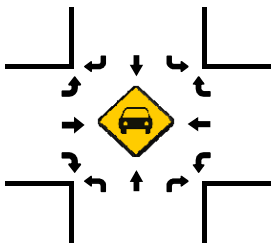
Total Vehicles (AM)



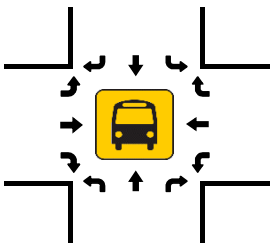
Total Vehicles (AM)



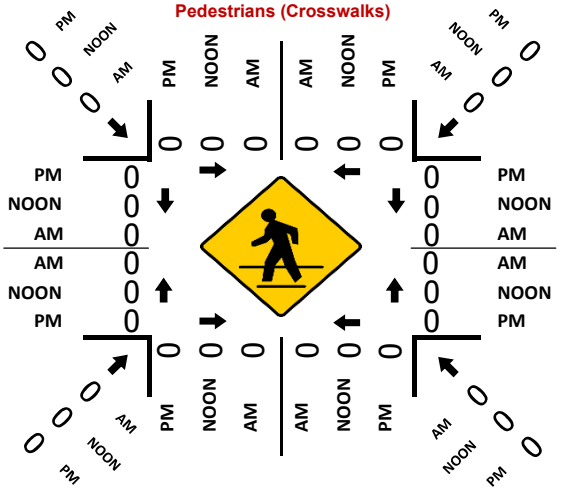
Total Vehicles (NOON)



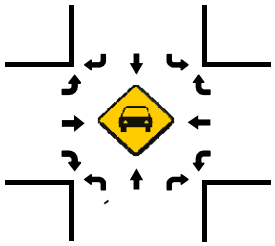
Total Vehicles (NOON)



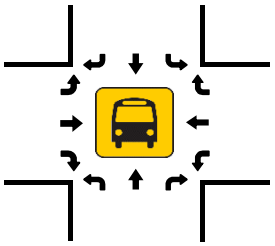
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Sunland Blvd & San Fernando Rd

Peak Hour Turning Movement Count

ID: 18-05035-005
City: Sun Valley

Day: Wednesday
Date: 01/17/2018

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	04:30 PM - 07:30 PM

Sunland Blvd — SOUTHBOUND

AM	51	910	306	0	948	AM
NOON	0	0	0	0	0	NOON
PM	78	1054	142	0	1168	PM
	0	2	1	0		

San Fernando Rd — EASTBOUND

AM	NOON	PM	
175	0	424	
0	0	0	0
109	0	109	1
485	0	161	2
107	0	133	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2986 AM	0 NOON	3136 PM
PHF	0.95		0.94

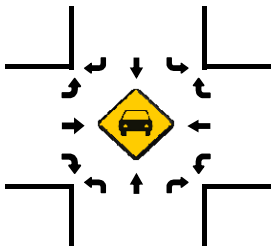
WESTBOUND — San Fernando Rd

PM	NOON	AM	
172	0	67	0
299	0	91	2
42	0	20	1
0	0	0	0
315	0	826	
PM	NOON	AM	

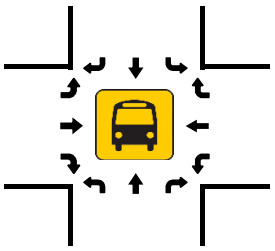
Sunland Blvd — NORTHBOUND

PM	1229	0	47	887	12	PM
NOON	0	0	0	0	0	NOON
AM	1037	0	33	772	35	AM
		0	1	2	0	

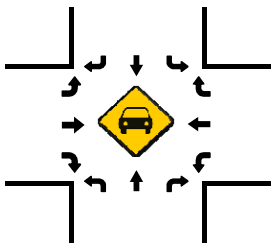
Total Vehicles (AM)



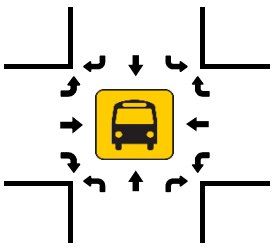
Total Vehicles (AM)



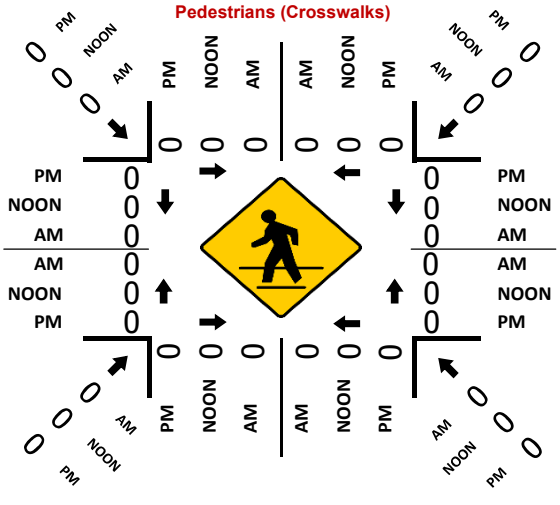
Total Vehicles (NOON)



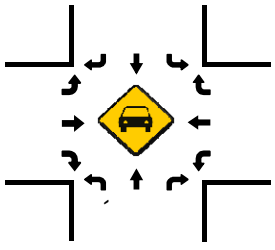
Total Vehicles (NOON)



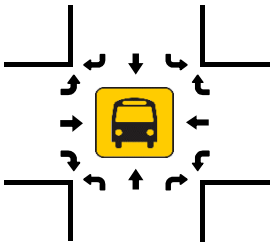
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Vineland Ave & Strathern St

Peak Hour Turning Movement Count

ID: 18-05035-006
City: Sherman Oaks

Day: Wednesday
Date: 01/17/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 10:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:30 PM - 07:30 PM

Vineland Ave — SOUTHBOUND

AM	101	914	59	0	990	AM
NOON	0	0	0	0	0	NOON
PM	206	986	56	1	1137	PM
	0	3	1	0		

Strathern St — EASTBOUND

AM	NOON	PM	
372	0	541	
0	0	0	0
161	0	158	1
324	0	140	1
149	0	112	1
AM	NOON	PM	

CONTROL

Signalized

TEV	2974	0	3082
	AM	NOON	PM
PHF	0.86		0.96

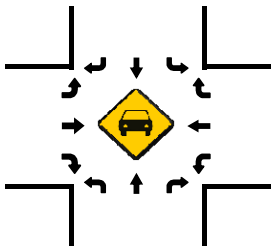
Strathern St — WESTBOUND

PM	NOON	AM	
45	0	68	1
202	0	168	1
58	0	108	1
0	0	0	0
248	0	441	
PM	NOON	AM	

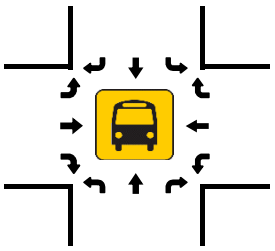
	0	1	3	0		
PM	1156	0	133	933	52	PM
NOON	0	0	0	0	0	NOON
AM	1171	0	103	761	58	AM

Vineland Ave — NORTHBOUND

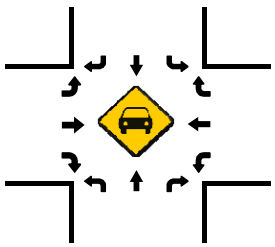
Total Vehicles (AM)



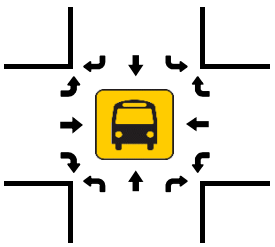
Total Vehicles (AM)



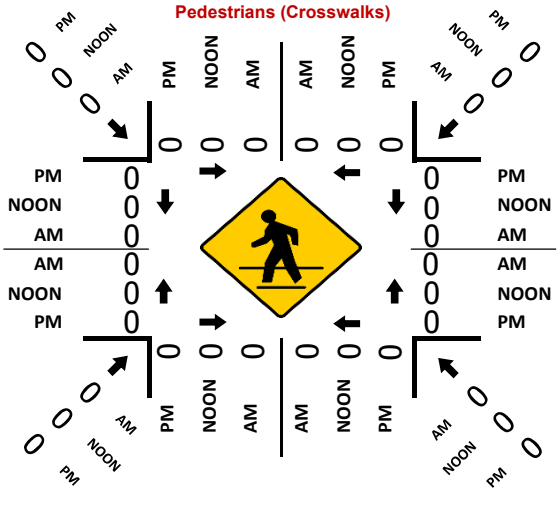
Total Vehicles (NOON)



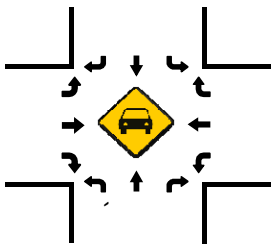
Total Vehicles (NOON)



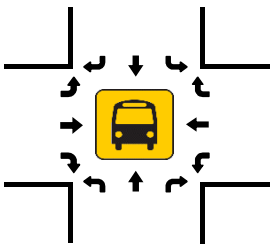
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Tujunga Ave & Vanowen St

Peak Hour Turning Movement Count

ID: 18-05035-009
City: North Hollywood

Day: Wednesday
Date: 01/17/2018

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	04:30 PM - 07:30 PM

Tujunga Ave — SOUTHBOUND

AM	114	596	199	0	578	AM
NOON	0	0	0	0	0	NOON
PM	139	381	133	0	882	PM

Vanowen St — EASTBOUND

AM	NOON	PM		
806	0	1256	⇦	
0	0	0	↶	0
105	0	112	↱	1
1170	0	763	→	2
105	0	108	↳	0
AM	NOON	PM		

CONTROL

Signalized

TEV	3568 AM	0 NOON	3686 PM
PHF	0.96		0.96

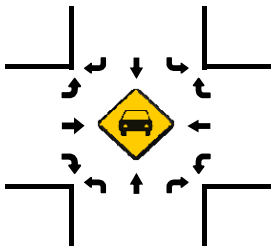
WESTBOUND — Vanowen St

PM	NOON	AM		
196	0	106	↰	0
1013	0	602	←	2
107	0	42	↰	1
0	0	0	↰	0
952	0	1441	⇨	
PM	NOON	AM		

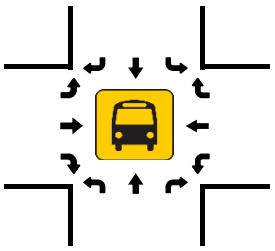
Tujunga Ave — NORTHBOUND

PM	596	0	104	574	56	PM
NOON	0	0	0	0	0	NOON
AM	743	0	90	367	72	AM

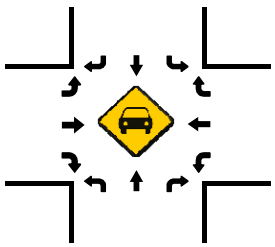
Total Vehicles (AM)



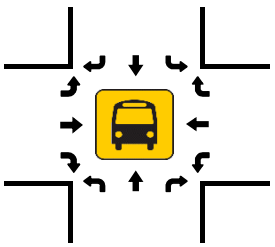
Total Vehicles (AM)



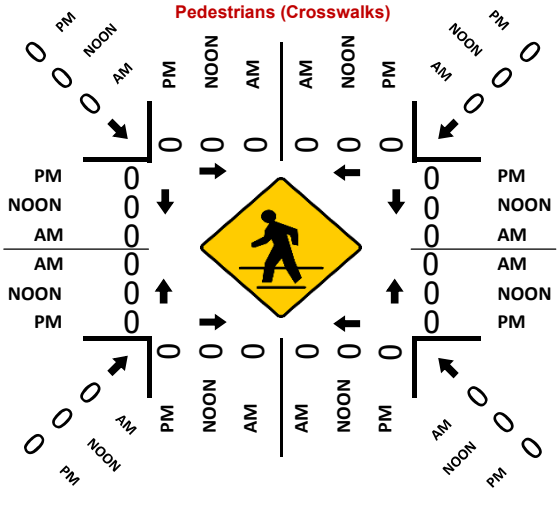
Total Vehicles (NOON)



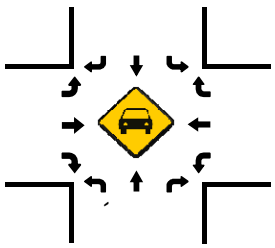
Total Vehicles (NOON)



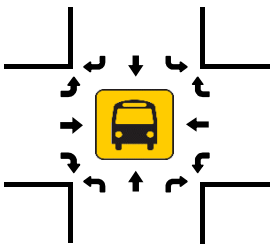
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



2018 NDS COUNTS - WEEKDAY 2

Prepared by National Data & Surveying Services

Olive Ave & N Pass Ave

Peak Hour Turning Movement Count

ID: 18-05035-001
City: Burbank

Day: Thursday
Date: 01/18/2018

PEAK HOURS

AM: 08:30 AM - 09:30 AM
NOON: NONE
PM: 05:15 PM - 06:15 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 04:30 PM - 07:30 PM

Olive Ave — SOUTHBOUND

AM	25	1318	0	0	1684	AM
NOON	0	0	0	0	0	NOON
PM	85	1303	0	0	1544	PM

EASTBOUND — N Pass Ave

AM	NOON	PM	
232	0	510	⇦
0	0	0	↶ 0
94	0	35	↱ 1
0	0	0	→ 0
672	0	446	↷ 2
AM	NOON	PM	

WESTBOUND — N Pass Ave

PM	NOON	AM	
0	0	0	↶ 0
0	0	0	← 0
0	0	0	↰ 0
0	0	0	↩ 0
0	0	0	⇨
PM	NOON	AM	

CONTROL

Signalized

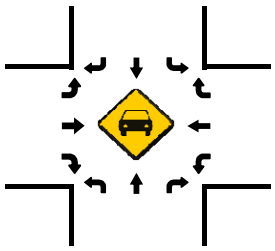
TEV	3906 AM	0 NOON	3803 PM
PHF	0.97		0.96

Southbound turning movements: 0 3 0 0
Westbound turning movements: 0 0 0 0
Eastbound turning movements: 0 1 3 0

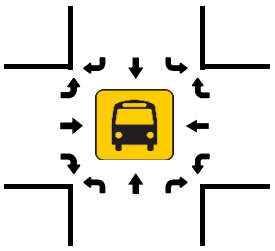
NORTHBOUND — Olive Ave

PM	1749	0	425	1509	0	PM
NOON	0	0	0	0	0	NOON
AM	1990	0	207	1590	0	AM

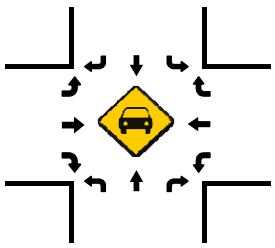
Total Vehicles (AM)



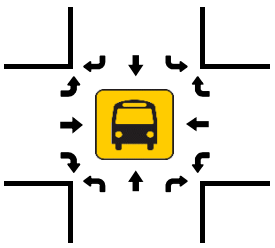
Total Vehicles (AM)



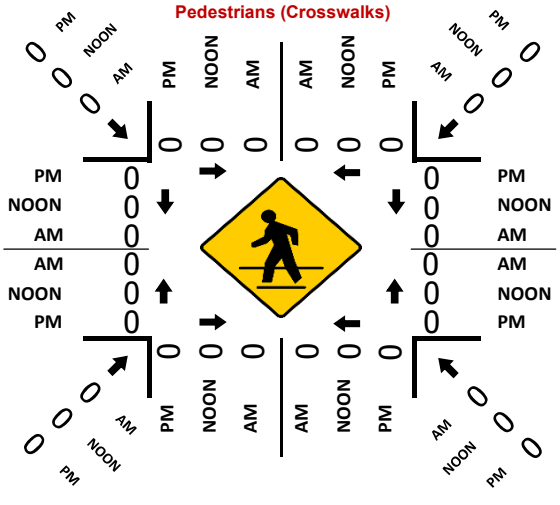
Total Vehicles (NOON)



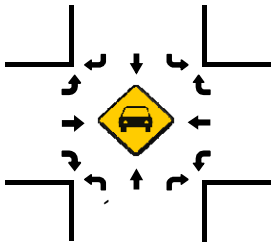
Total Vehicles (NOON)



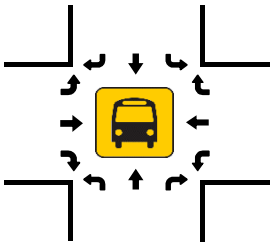
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Barham Blvd & Forest Lawn Dr

Peak Hour Turning Movement Count

ID: 18-05035-002
City: Los Angeles

Day: Thursday
Date: 01/18/2018

PEAK HOURS

AM: 08:30 AM - 09:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 04:30 PM - 07:30 PM

Barham Blvd — SOUTHBOUND

AM	187	1298	292	0	1881	AM
NOON	0	0	0	0	0	NOON
PM	56	1332	254	0	1762	PM
	1	2	1	0		

EASTBOUND — Forest Lawn Dr

AM	NOON	PM	
392	0	95	
0	0	0	0
40	0	82	1
25	0	175	1.5
18	0	43	1.5
AM	NOON	PM	

CONTROL

Signalized

TEV	5152	0	5321
	AM	NOON	PM
PHF	0.95		0.98

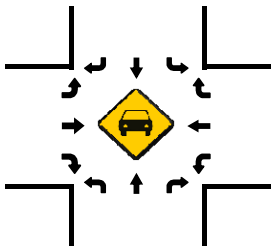
WESTBOUND — Forest Lawn Dr

PM	NOON	AM	
295	0	155	1
19	0	145	1.5
646	0	492	1.5
0	0	0	0
1442	0	1070	
PM	NOON	AM	

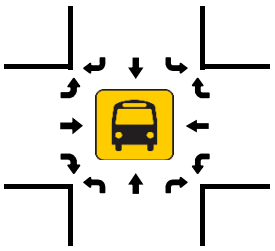
	0	1	2	1		
PM	2022	1	20	1385	1013	PM
NOON	0	0	0	0	0	NOON
AM	1809	1	60	1686	753	AM

Barham Blvd — NORTHBOUND

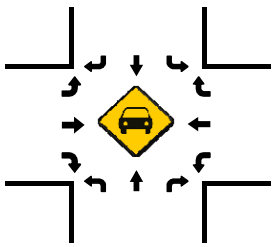
Total Vehicles (AM)



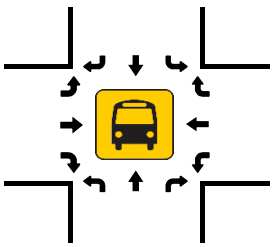
Total Vehicles (AM)



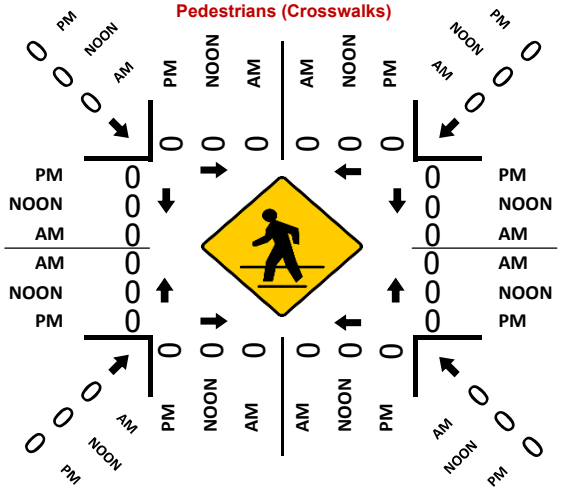
Total Vehicles (NOON)



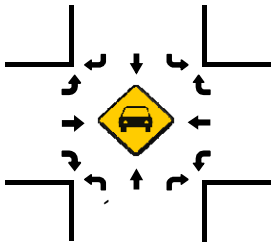
Total Vehicles (NOON)



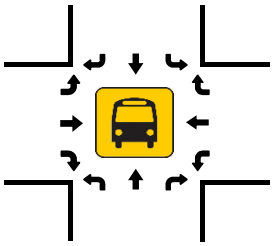
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Clybourn Ave/San Fernando Rd & Strathern St

Peak Hour Turning Movement Count

ID: 18-05035-003
City: Sun Valley

Day: Thursday
Date: 01/18/2018

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 04:30 PM - 07:30 PM

Clybourn Ave/San Fernando Rd — SOUTHBOUND

AM	32	110	704	0	186	AM
NOON	0	0	0	0	0	NOON
PM	17	110	168	0	523	PM

Strathern St — EASTBOUND

AM	NOON	PM	
103	0	209	⇦
0	0	0	↶ 0
7	0	5	↱ 0
344	0	115	→ 1
33	0	20	↴ 0
AM	NOON	PM	

WESTBOUND — Strathern St

PM	NOON	AM	
359	0	128	0 ↰
155	0	47	2 ←
228	0	189	1 ↰
0	0	0	0 ↶
619	0	1480	⇨
PM	NOON	AM	

CONTROL: Signalized

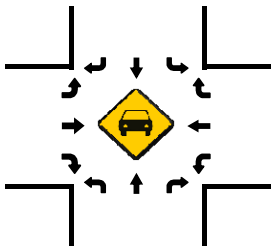
TEV	2101 AM	0 NOON	1709 PM
PHF	0.95		0.91

NORTHBOUND — Clybourn Ave/San Fernando Rd

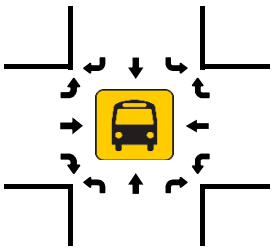
PM	358	0	37	159	336	PM
NOON	0	0	0	0	0	NOON
AM	332	0	24	51	432	AM

0 2 0 0 (entering southbound)
0 1 1.5 0.5 (entering northbound)

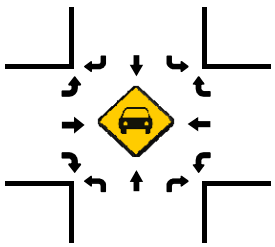
Total Vehicles (AM)



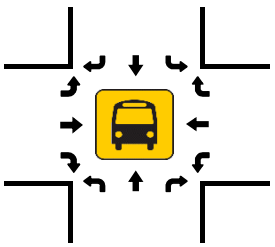
Total Vehicles (AM)



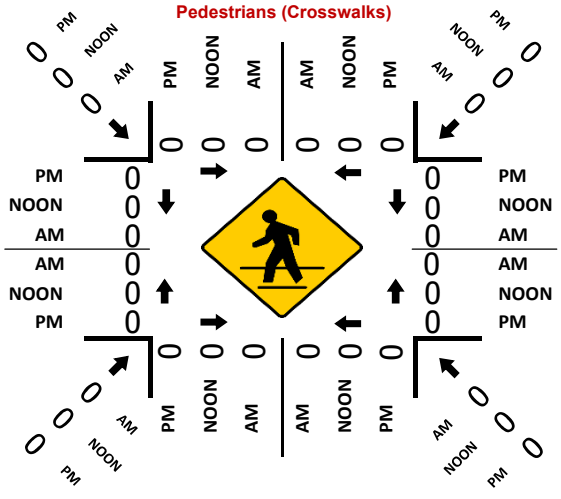
Total Vehicles (NOON)



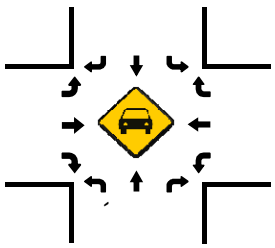
Total Vehicles (NOON)



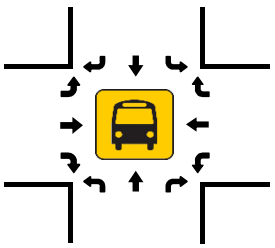
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Sunland Blvd & San Fernando Rd

Peak Hour Turning Movement Count

ID: 18-05035-005
City: Sun Valley

Day: Thursday
Date: 01/18/2018

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	04:30 PM - 07:30 PM

Sunland Blvd — SOUTHBOUND

AM	53	951	282	0	1025	AM
NOON	0	0	0	0	0	NOON
PM	84	1094	147	0	1145	PM

San Fernando Rd — EASTBOUND

AM	NOON	PM	
173	0	405	⇦
0	0	0	0
114	0	100	1
489	0	167	2
119	0	134	0
AM	NOON	PM	

WESTBOUND — San Fernando Rd

PM	NOON	AM	
191	0	71	0
278	0	100	2
38	0	26	1
0	0	0	0
330	0	799	⇨
PM	NOON	AM	

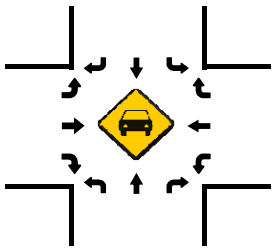
CONTROL: Signalized

TEV	3093	0	3146
	AM	NOON	PM
PHF	0.95		0.95

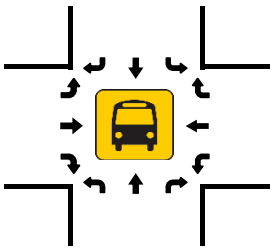
Sunland Blvd — NORTHBOUND

PM	1266	0	43	854	16	PM
NOON	0	0	0	0	0	NOON
AM	1096	0	20	840	28	AM

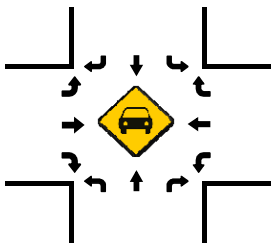
Total Vehicles (AM)



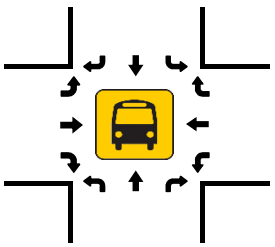
Total Vehicles (AM)



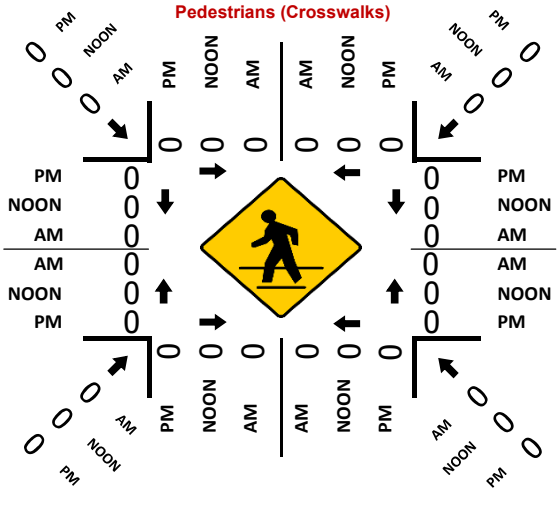
Total Vehicles (NOON)



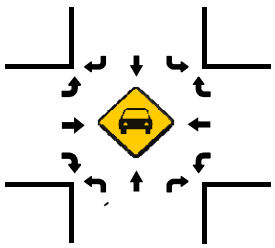
Total Vehicles (NOON)



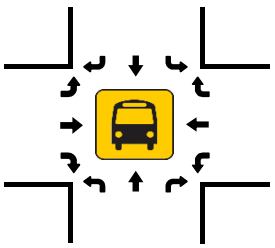
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Vineland Ave & Strathern St

Peak Hour Turning Movement Count

ID: 18-05035-006
City: Sherman Oaks

Day: Thursday
Date: 01/18/2018

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	04:30 PM - 07:30 PM

Vineland Ave — SOUTHBOUND

AM	112	882	74	0	1015	AM
NOON	0	0	0	0	0	NOON
PM	200	1009	52	1	1102	PM
	0	3	1	0		

Strathern St — EASTBOUND

AM	NOON	PM	
396	0	536	
0	0	0	0
178	0	149	1
341	0	133	1
152	0	141	1
AM	NOON	PM	

CONTROL

Signalized

TEV	3021 AM	0 NOON	3078 PM
PHF	0.85		0.96

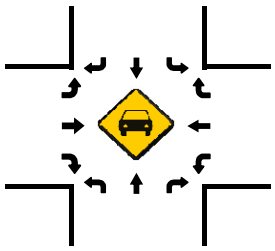
Strathern St — WESTBOUND

PM	NOON	AM	
50	0	60	1
210	0	176	1
51	0	97	1
0	0	0	0
239	0	479	
PM	NOON	AM	

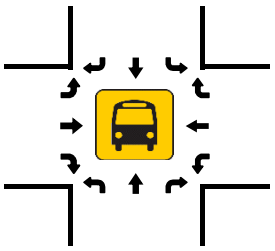
	0	1	3	0		
PM	1201	0	126	902	54	PM
NOON	0	0	0	0	0	NOON
AM	1131	0	108	777	64	AM

Vineland Ave — NORTHBOUND

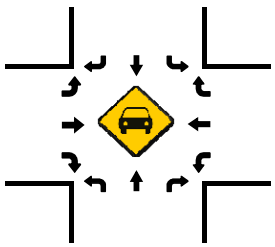
Total Vehicles (AM)



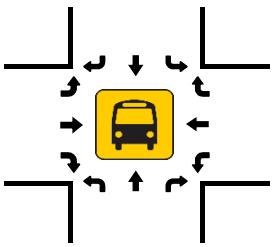
Total Vehicles (AM)



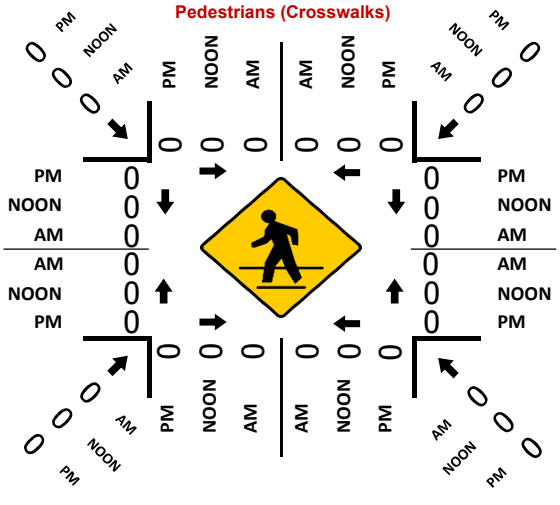
Total Vehicles (NOON)



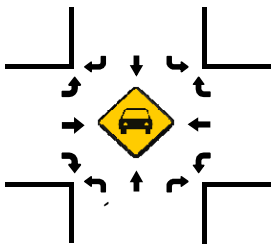
Total Vehicles (NOON)



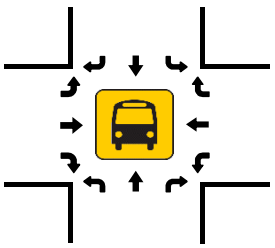
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Tujunga Ave & Vanowen St

Peak Hour Turning Movement Count

ID: 18-05035-009
City: North Hollywood

Day: Thursday
Date: 01/18/2018

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	04:30 PM - 07:30 PM

Tujunga Ave — SOUTHBOUND

AM	129	586	183	0	596	AM
NOON	0	0	0	0	0	NOON
PM	132	402	143	0	831	PM

Vanowen St — EASTBOUND

AM	NOON	PM		
770	0	1181	⇦	
0	0	0	↶	0
92	0	112	↱	1
1193	0	818	→	2
110	0	103	↷	0
AM	NOON	PM		

Vanowen St — WESTBOUND

PM	NOON	AM		
162	0	117	↶	0
954	0	568	←	2
115	0	35	↰	1
0	0	0	↷	0
1017	0	1458	⇨	
PM	NOON	AM		

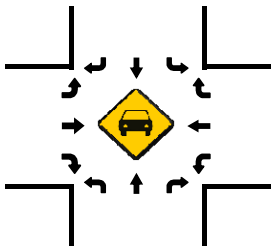
Tujunga Ave — NORTHBOUND

PM	621	1	95	557	56	PM
NOON	0	0	0	0	0	NOON
AM	732	1	73	387	82	AM

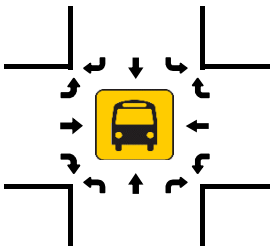
CONTROL: Signalized

TEV	3556 AM	0 NOON	3650 PM
PHF	0.94		0.97

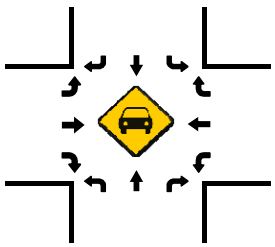
Total Vehicles (AM)



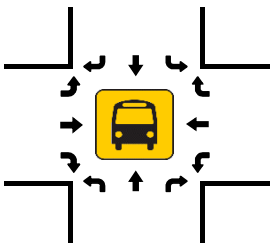
Total Vehicles (AM)



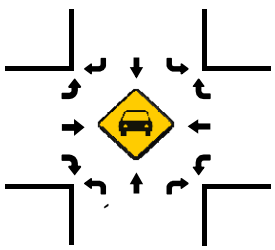
Total Vehicles (NOON)



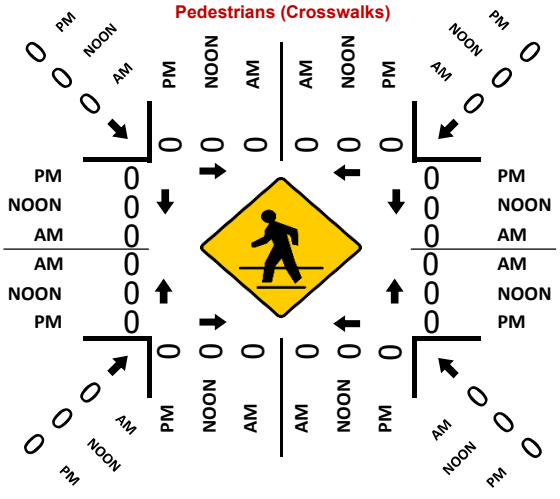
Total Vehicles (NOON)



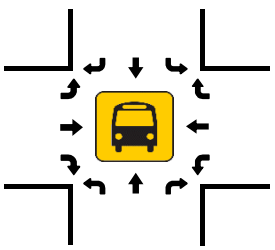
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



2018 NDS COUNTS - WEEKEND

Prepared by National Data & Surveying Services

Olive Ave & N Pass Ave

Peak Hour Turning Movement Count

ID: 18-05035-001
City: Burbank

Day: Saturday
Date: 01/20/2018

PEAK HOURS

AM: NONE
NOON: NONE
PM: 03:15 PM - 04:15 PM

COUNT PERIODS

AM: NONE
NOON: NONE
PM: 02:00 PM - 05:00 PM

Olive Ave — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	30	836	0	0	1025	PM

N Pass Ave — EASTBOUND

AM	NOON	PM	
0	0	244	
0	0	0	0
0	0	20	1
0	0	0	0
0	0	282	2
AM	NOON	PM	

WESTBOUND — N Pass Ave

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

CONTROL: Signalized

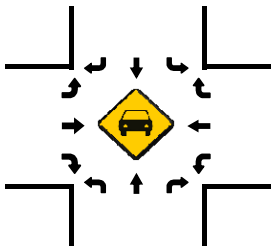
	AM	NOON	PM
TEV	0	0	2387
PHF			0.93

0	3	0	0	
0	1	3	0	

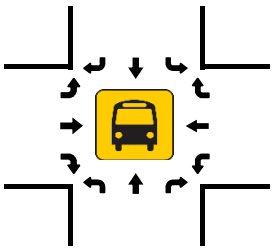
Olive Ave — NORTHBOUND

PM	1118	0	214	1005	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

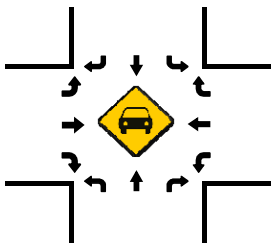
Total Vehicles (AM)



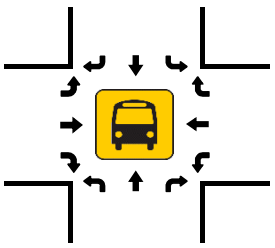
Total Vehicles (AM)



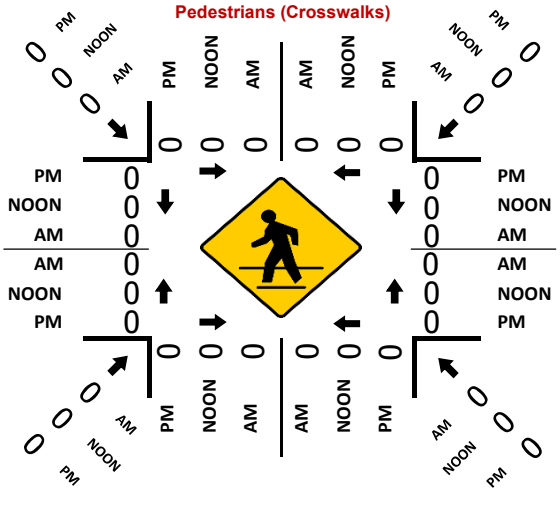
Total Vehicles (NOON)



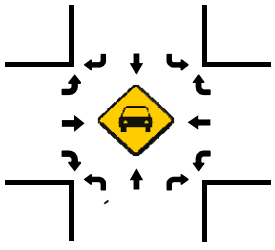
Total Vehicles (NOON)



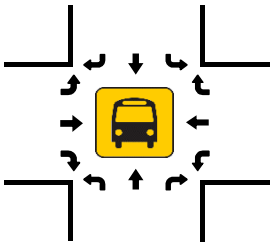
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Barham Blvd & Forest Lawn Dr

Peak Hour Turning Movement Count

ID: 18-05035-002
City: Los Angeles

Day: Saturday
Date: 01/20/2018

PEAK HOURS

AM	NONE
NOON	NONE
PM	03:30 PM - 04:30 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	02:00 PM - 05:00 PM

Barham Blvd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	10	1015	90	0	1179	PM

Forest Lawn Dr — EASTBOUND

AM	NOON	PM	
0	0	16	
0	0	0	0
0	0	9	1
0	0	17	1.5
0	0	9	1.5
AM	NOON	PM	

CONTROL

Signalized

	AM	NOON	PM
TEV	0	0	3716
PHF			0.99

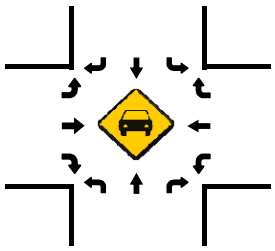
WESTBOUND — Forest Lawn Dr

PM	NOON	AM	
180	0	0	1
6	0	0	1.5
669	0	0	1.5
1	0	0	0
826	0	0	
PM	NOON	AM	

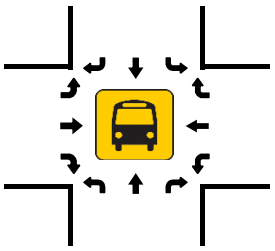
Barham Blvd — NORTHBOUND

PM	1695	2	0	990	718	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

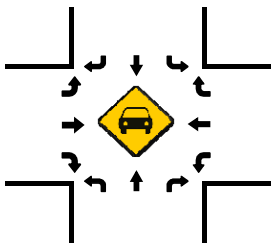
Total Vehicles (AM)



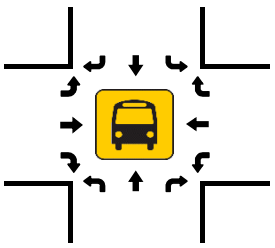
Total Vehicles (AM)



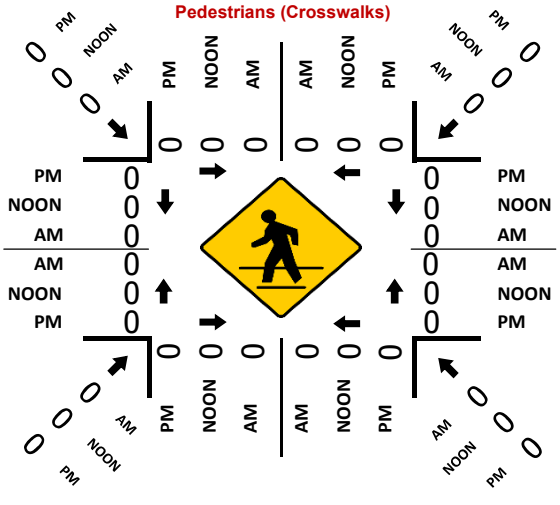
Total Vehicles (NOON)



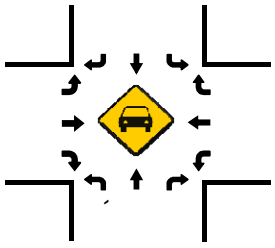
Total Vehicles (NOON)



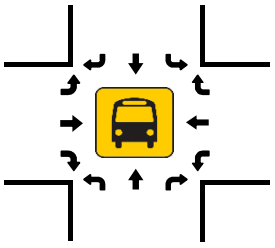
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Clybourn Ave/San Fernando Rd & Strathern St

Peak Hour Turning Movement Count

ID: 18-05035-003
City: Sun Valley

Day: Saturday
Date: 01/20/2018

Clybourn Ave/San Fernando Rd — SOUTHBOUND

PEAK HOURS							COUNT PERIODS
NONE							NONE
NONE							NONE
02:30 PM - 03:30 PM							02:00 PM - 05:00 PM

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	6	75	117	0	241	PM

Strathern St — EASTBOUND

AM	NOON	PM		
0	0	111	⇦	
0	0	0	↶	0
0	0	7	↱	0
0	0	87	→	1
0	0	12	↴	0
AM	NOON	PM		

CONTROL

Signalized

TEV	0 AM	0 NOON	997 PM
PHF			0.96

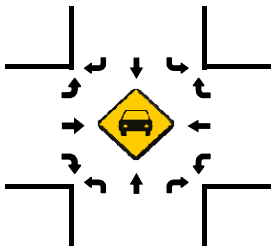
WESTBOUND — Strathern St

0	↰	177	0	0
2	←	90	0	0
1	↰	137	0	0
0	↶	0	0	0
	⇨	421	0	0
		PM	NOON	AM

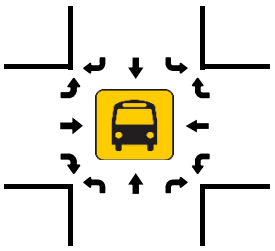
Clybourn Ave/San Fernando Rd — NORTHBOUND

PM	224	0	15	57	217	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
	⇩	↶	↰	↑	↱	
		0	1	1.5	0.5	

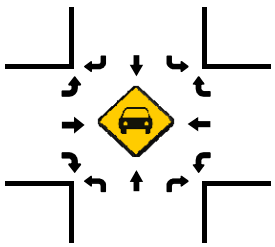
Total Vehicles (AM)



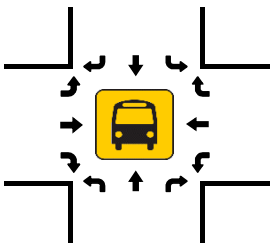
Total Vehicles (AM)



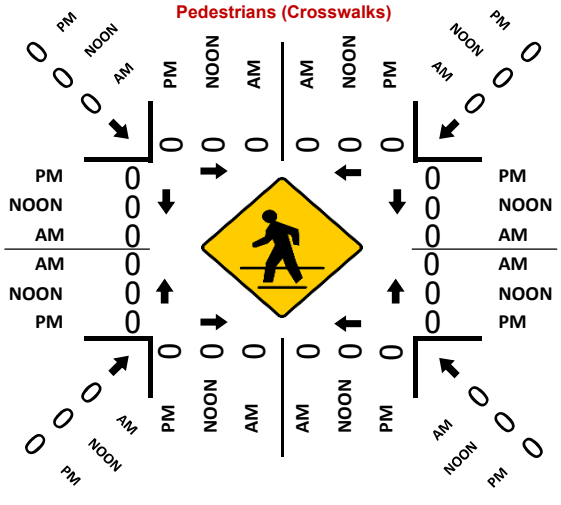
Total Vehicles (NOON)



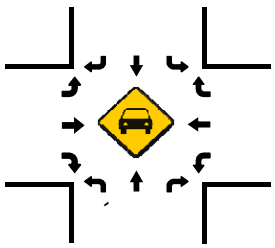
Total Vehicles (NOON)



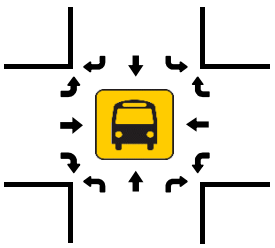
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Sunland Blvd & San Fernando Rd

Peak Hour Turning Movement Count

ID: 18-05035-005
City: Sun Valley

Day: Saturday
Date: 01/20/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
02:00 PM - 03:00 PM	02:00 PM - 05:00 PM

SOUTHBOUND (Sunland Blvd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	53	869	110	0	977	PM

EASTBOUND (San Fernando Rd)

AM	NOON	PM	
0	0	218	
0	0	0	0
0	0	108	1
0	0	106	2
0	0	108	0

WESTBOUND (San Fernando Rd)

PM	NOON	AM	
94	0	0	0
121	0	0	2
38	0	0	1
0	0	0	0
231	0	0	

NORTHBOUND (Sunland Blvd)

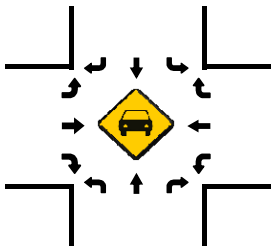
PM	1015	0	44	775	15	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	0	1	2	0

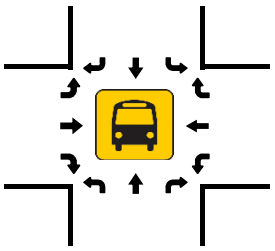
CONTROL: Signalized

TEV	0 AM	0 NOON	2441 PM
PHF			0.94

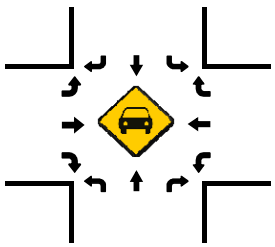
Total Vehicles (AM)



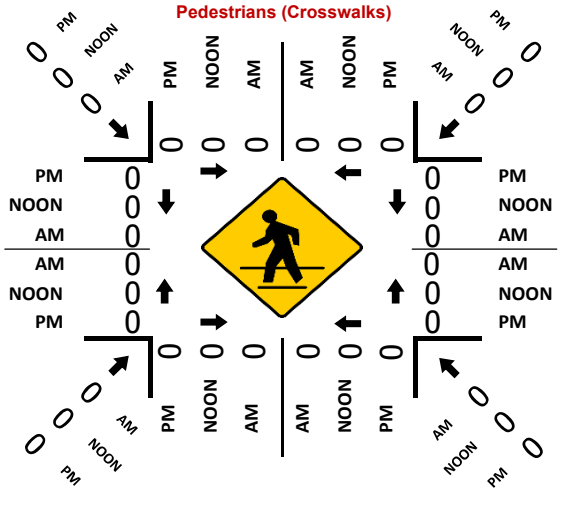
Total Vehicles (AM)



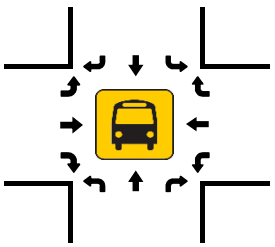
Total Vehicles (NOON)



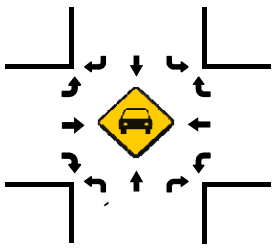
Pedestrians (Crosswalks)



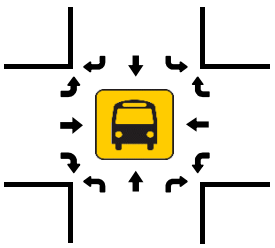
Total Vehicles (NOON)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Vineland Ave & Strathern St

Peak Hour Turning Movement Count

ID: 18-05035-006
City: Sherman Oaks

Day: Saturday
Date: 01/20/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
02:00 PM - 03:00 PM	02:00 PM - 05:00 PM

Vineland Ave — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	140	816	48	0	982	PM

Strathern St — EASTBOUND

AM	NOON	PM	
0	0	338	
0	0	0	0
0	0	181	1
0	0	102	1
0	0	111	1
AM	NOON	PM	

Strathern St — WESTBOUND

PM	NOON	AM	
52	0	0	1
107	0	0	1
32	0	0	1
0	0	0	0
176	0	0	
PM	NOON	AM	

CONTROL: Signalized

TEV	0 AM	0 NOON	2455 PM
PHF			0.95

Vineland Ave — NORTHBOUND

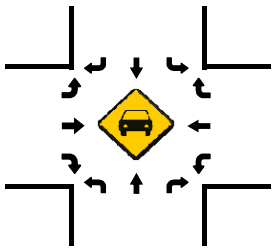
PM	959	0	91	749	26	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

0 3 1 0 (EASTBOUND turning movements)

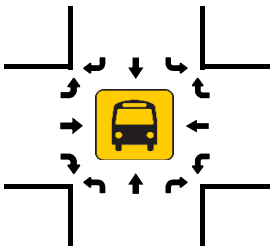
0 1 3 0 (NORTHBOUND turning movements)

1 1 1 0 (WESTBOUND turning movements)

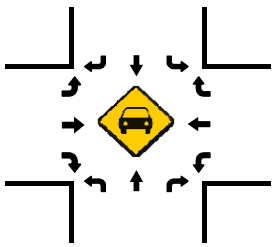
Total Vehicles (AM)



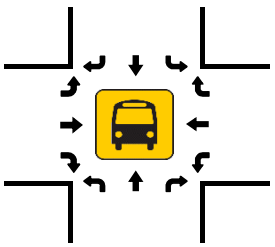
Total Vehicles (AM)



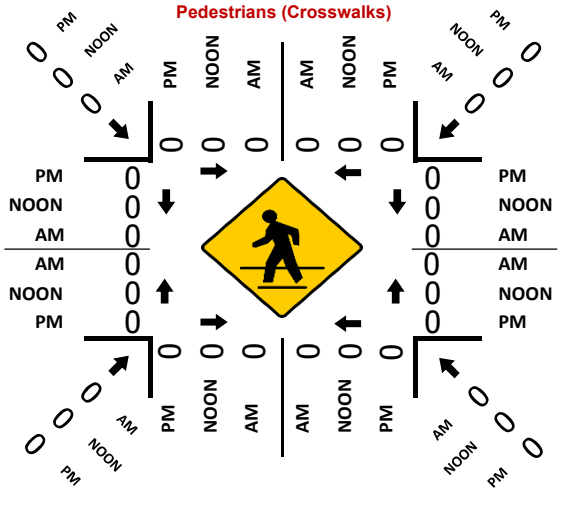
Total Vehicles (NOON)



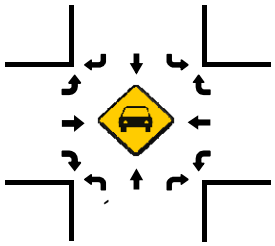
Total Vehicles (NOON)



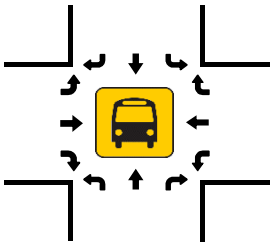
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Tujunga Ave & Vanowen St

Peak Hour Turning Movement Count

ID: 18-05035-009
City: North Hollywood

Day: Saturday
Date: 01/20/2018

PEAK HOURS

AM	NONE
NOON	NONE
PM	02:00 PM - 03:00 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	02:00 PM - 05:00 PM

Tujunga Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	92	285	96	0	478	PM

0 2 1 0

Vanowen St — EASTBOUND

AM	NOON	PM	
0	0	815	
0	0	0	0
0	0	71	1
0	0	626	2
0	0	61	0
AM	NOON	PM	

CONTROL

Signalized

TEV	0 AM	0 NOON	2492 PM
PHF			0.96

WESTBOUND — Vanowen St

PM	NOON	AM	
0	0	0	106
0	0	0	658
0	0	0	79
0	0	0	0
			774
PM	NOON	AM	

0 2 1 0

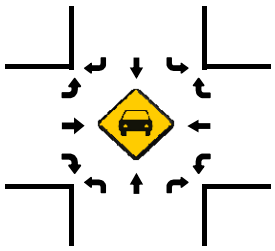
0 1 2 0

PM	425	0	65	301	52	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

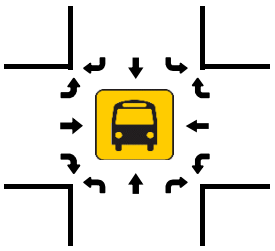
NORTHBOUND

Tujunga Ave

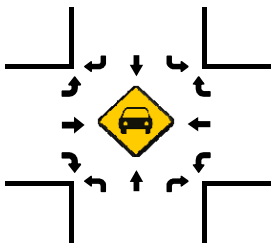
Total Vehicles (AM)



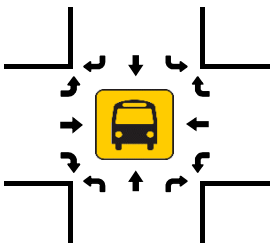
Total Vehicles (AM)



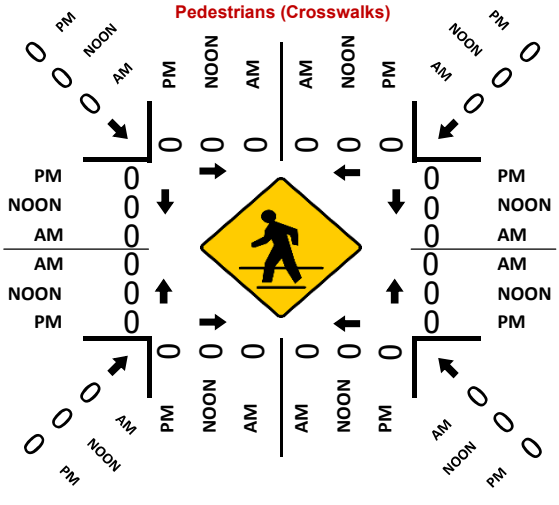
Total Vehicles (NOON)



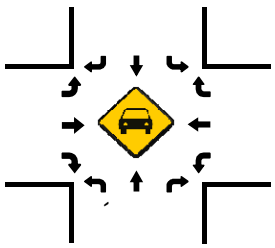
Total Vehicles (NOON)



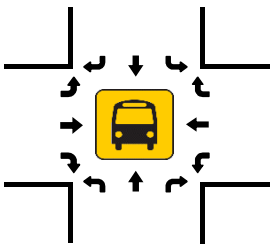
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



2014 COUNTS

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Buena Vista St and I-5 NB Ramps , Burbank

Date: 2/11/2014
Day: Tuesday

Project #: 14-5062-016
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	4:00 PM	7:00 PM

Peak Hour Summary

Southbound Approach (Buena Vista St)

Lanes	0	1	0	
AM	74	443	0	516 AM
NOON	0	0	0	0 NOON
PM	94	492	0	710 PM

Eastbound Approach (I-5 NB Ramps)

Lanes	AM	NOON	PM
	355	0	655
1	265	0	195
0	0	0	0
1	283	0	175

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	0

CONTROL: Signalized

Northbound Approach

				Lanes
AM	726	281	251	0 AM
NOON	0	0	0	0 NOON
PM	667	561	515	0 PM
		1	1	0 Lanes

Total Ins & Outs

	AM	NOON	PM
North Leg	517	0	586
	516	0	710
West Leg	355	0	655
	548	0	370
East Leg	0	0	0
	0	0	0
South Leg	726	0	667
	532	0	1076

Total Volume Per Leg

	AM	NOON	PM
North Leg	1033	0	1296
West Leg	903	0	1025
East Leg	0	0	0
South Leg	1258	0	1743

ITM Peak Hour Summary

Prepared by:

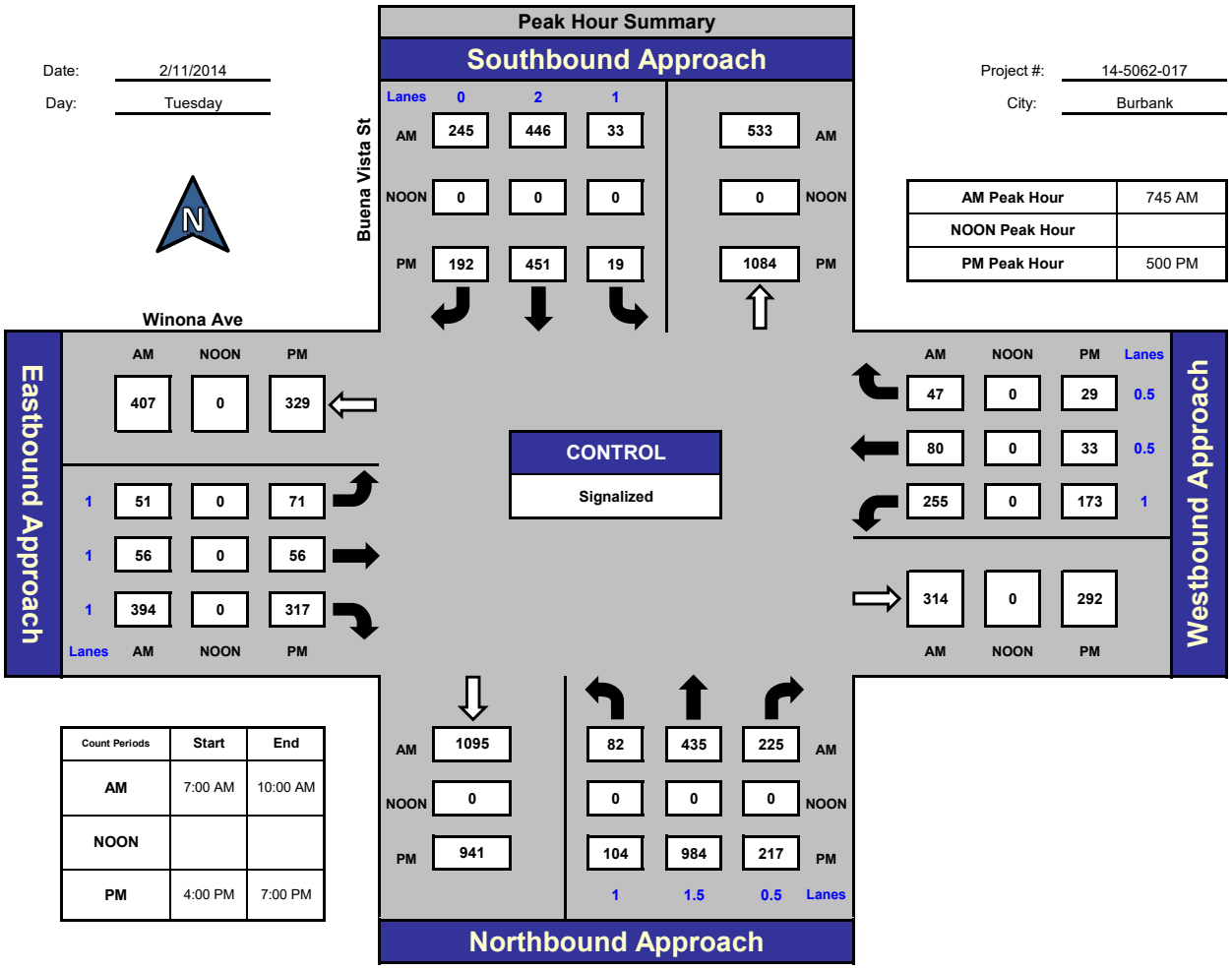
National Data & Surveying Services

Buena Vista St and Winona Ave , Burbank

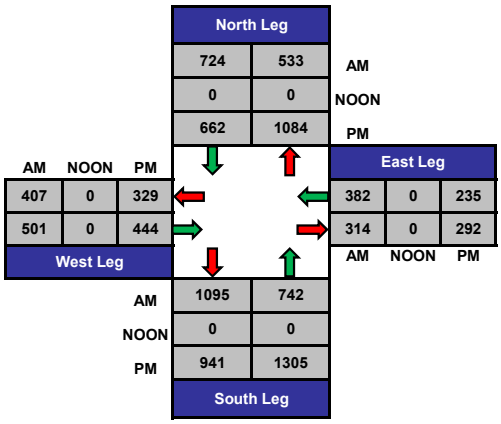
Date: 2/11/2014
Day: Tuesday

Project #: 14-5062-017
City: Burbank

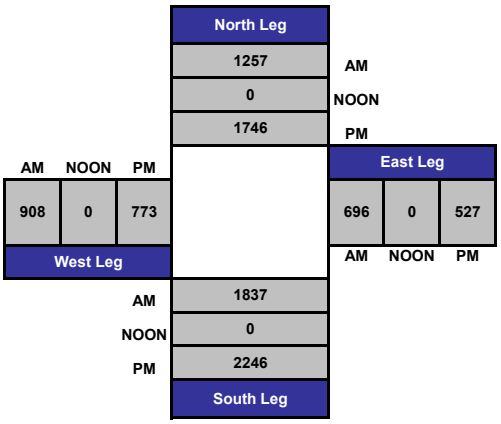
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

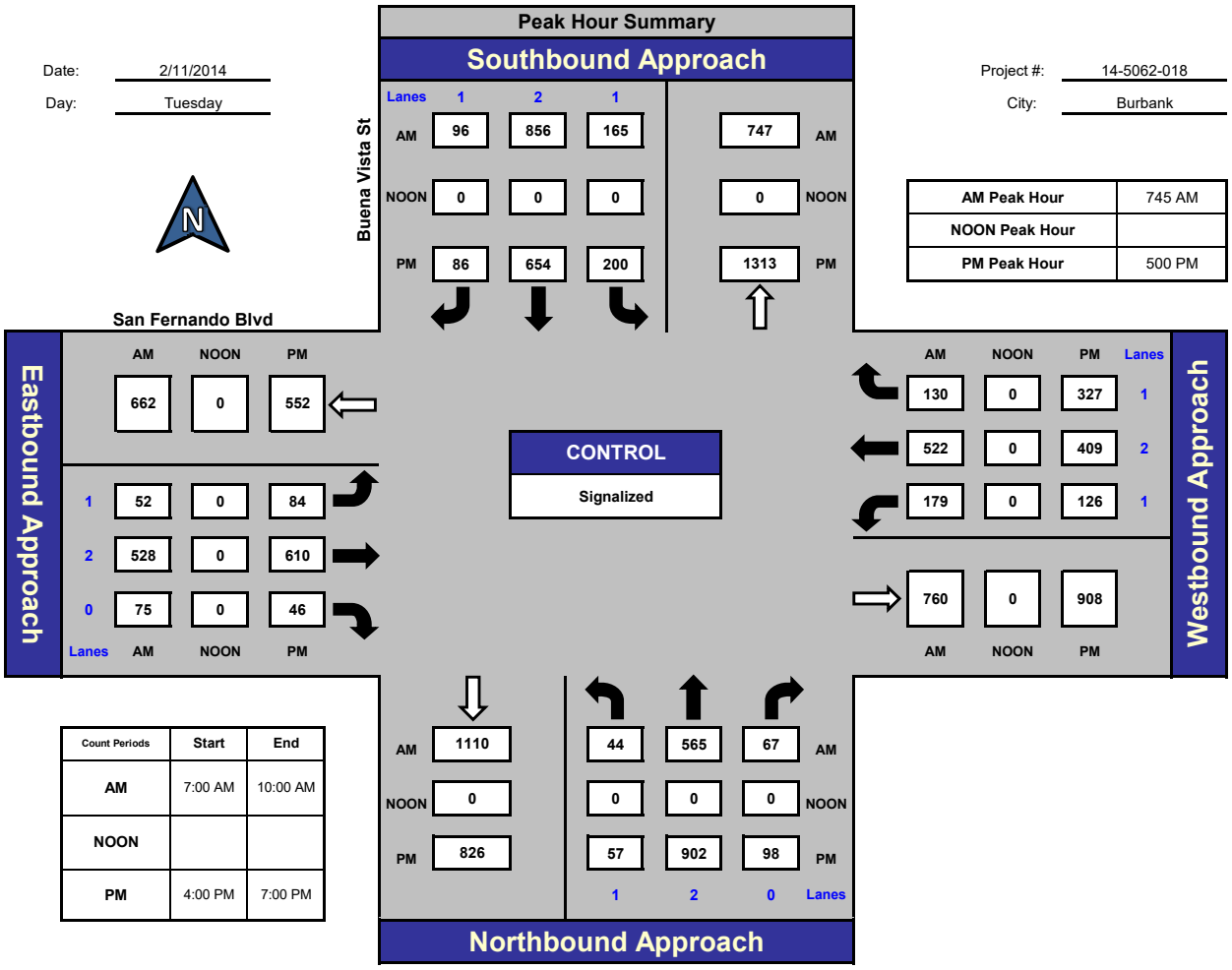
National Data & Surveying Services

Buena Vista St and San Fernando Blvd , Burbank

Date: 2/11/2014
Day: Tuesday

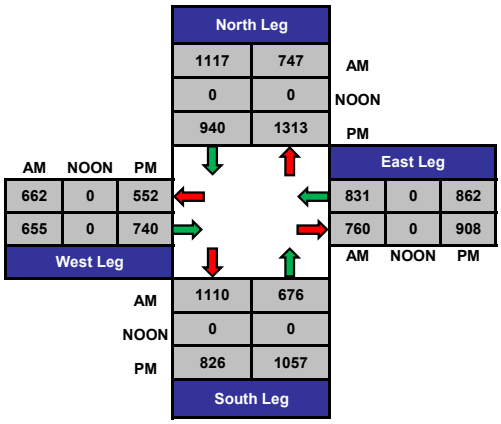
Project #: 14-5062-018
City: Burbank

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

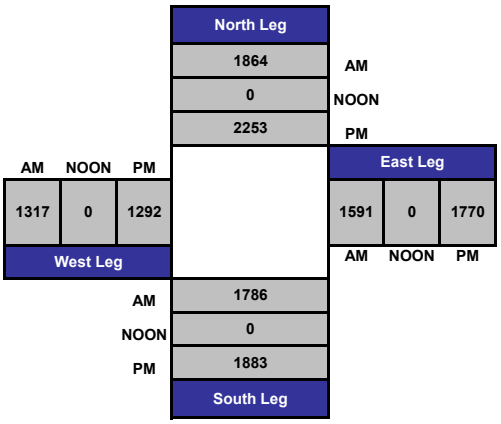


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	4:00 PM	7:00 PM

Total Ins & Outs



Total Volume Per Leg



APPENDIX B: INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	2	938	4	22	2280	1	1	0	3	5	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	938	4	22	2280	1	1	0	3	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	938	4	22	2280	1	1	0	3	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	938	4	22	2280	1	1	0	3	5	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	938	4	22	2280	1	1	0	3	5	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	2.99	0.01	0.25	0.00	0.75	1.00	0.00	1.00
Final Sat.:	1530	3047	13	1530	4588	2	383	0	1148	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.01	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	2			760			4			5		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	30	913	88	250	1978	39	7	1	24	45	1	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	913	88	250	1978	39	7	1	24	45	1	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	913	88	250	1978	39	7	1	24	45	1	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	913	88	250	1978	39	7	1	24	45	1	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	913	88	250	1978	39	7	1	24	45	1	44
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.82	0.18	1.00	2.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2651	256	1454	4276	84	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.17	0.46	0.46	0.00	0.00	0.02	0.03	0.00	0.03
Crit Volume:	501			250					24	45		
Crit Moves:	****			****					****	****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	171	Level Of Service:	D

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	0	1	1	0
Volume Module:												
Base Vol:	106	834	195	104	1676	234	170	45	152	120	77	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	834	195	104	1676	234	170	45	152	120	77	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	834	195	104	1676	234	170	45	152	120	77	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	834	195	104	1676	234	170	45	152	120	77	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	834	195	104	1676	234	187	45	152	120	77	37
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.35	0.65
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1895	910
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.14	0.07	0.60	0.17	0.07	0.03	0.11	0.09	0.04	0.04
Crit Volume:	106			838			152			120		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	75	972	77	23	2033	21	81	7	64	44	26	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	972	77	23	2033	21	81	7	64	44	26	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	972	77	23	2033	21	81	7	64	44	26	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	972	77	23	2033	21	81	7	64	44	26	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	972	77	23	2033	21	81	7	64	44	26	97
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.85	0.15	1.00	2.97	0.03	1.00	0.10	0.90	1.00	0.21	0.79
Final Sat.:	1454	2694	213	1454	4316	45	1454	143	1310	1454	307	1146
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.47	0.47	0.06	0.05	0.05	0.03	0.08	0.08
Crit Volume:	75			685			81			123		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	87	764	85	224	1180	179	246	948	191	87	493	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	764	85	224	1180	179	246	948	191	87	493	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	764	85	224	1180	179	246	948	191	87	493	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	764	85	224	1180	179	246	948	191	87	493	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	764	85	224	1180	179	246	948	191	87	493	143
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.27	0.06	0.16	0.42	0.13	0.18	0.34	0.14	0.06	0.18	0.10
Crit Volume:	87			590			474			87		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	155	Level Of Service:	D

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	655	76	172	1230	76	145	636	49	189	469	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	655	76	172	1230	76	145	636	49	189	469	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	655	76	172	1230	76	145	636	49	189	469	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	655	76	172	1230	76	145	636	49	189	469	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	655	76	172	1230	76	145	636	49	189	469	74
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2604	201	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.05	0.12	0.44	0.05	0.10	0.24	0.24	0.13	0.17	0.05
Crit Volume:	50			615			343			189		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	D

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	94	605	78	226	1336	108	116	552	130	153	450	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	605	78	226	1336	108	116	552	130	153	450	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	605	78	226	1336	108	116	552	130	153	450	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	605	78	226	1336	108	116	552	130	153	450	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	605	78	226	1336	108	116	552	130	153	450	115
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.06	0.16	0.48	0.08	0.08	0.20	0.09	0.11	0.16	0.08
Crit Volume:	94			668			276			153		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	27	573	45	94	1324	171	177	376	96	158	336	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	573	45	94	1324	171	177	376	96	158	336	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	573	45	94	1324	171	177	376	96	158	336	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	573	45	94	1324	171	177	376	96	158	336	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	573	45	94	1324	171	195	376	96	158	336	44
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.03	0.06	0.46	0.12	0.07	0.26	0.07	0.11	0.23	0.03
Crit Volume:	27			662			97			336		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	54	272	72	159	1046	445	91	468	104	181	978	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	272	72	159	1046	445	91	468	104	181	978	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	272	72	159	1046	445	91	468	104	181	978	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	272	72	159	1046	445	91	468	104	181	978	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	272	72	175	1046	445	100	468	104	181	978	303
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2295	510	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.05	0.06	0.37	0.32	0.04	0.20	0.20	0.13	0.23	0.22
Crit Volume:	54			523			286			181		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	30	265	6	317	679	349	47	345	141	16	156	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	265	6	317	679	349	47	345	141	16	156	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	265	6	317	679	349	47	345	141	16	156	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	265	6	317	679	349	47	345	141	16	156	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	265	6	317	679	349	47	345	141	16	156	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.32	0.68
Final Sat.:	1454	2843	64	1454	2907	1454	1454	2064	843	1454	1922	985
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.22	0.23	0.24	0.03	0.17	0.17	0.01	0.08	0.08
Crit Volume:			136	317				243		16		
Crit Moves:			****	****				****		****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	10	10	6	73	199	430	271	1111	99	44	975	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	6	73	199	430	271	1111	99	44	975	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	6	73	199	430	271	1111	99	44	975	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	6	73	199	430	271	1111	99	44	975	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	6	73	199	473	271	1111	99	44	975	52
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.77	0.77	0.46	1.00	1.00	2.00	1.00	2.75	0.25	1.00	2.85	0.15
Final Sat.:	1118	1118	671	1454	1454	2907	1454	4004	357	1454	4140	221
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.14	0.16	0.19	0.28	0.28	0.03	0.24	0.24
Crit Volume:	10					237	271					342
Crit Moves:	****					****	****					****

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	285	0	0	923	0	172	0	783	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	285	0	0	923	0	172	0	783	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	285	0	0	923	0	172	0	783	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	285	0	0	923	0	172	0	783	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	285	0	0	923	0	172	0	861	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.33	0.00	1.67	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	474	0	2376	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.32	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Crit Volume:	0				462				517		0	
Crit Moves:	****				****				****			

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	0	0 0	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	805	3	260	0	0	6	8	604	115	84	650	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	805	3	260	0	0	6	8	604	115	84	650	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	805	3	260	0	0	6	8	604	115	84	650	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	805	3	260	0	0	6	8	604	115	84	650	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	886	3	260	0	0	6	8	604	115	84	650	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	2796	9	1403	0	0	1403	1403	2805	1403	1403	2801	4
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.19	0.00	0.00	0.00	0.01	0.22	0.08	0.06	0.23	0.23
Crit Volume:	444				0			302		84		
Crit Moves:	****				****			****		****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 1 0
Volume Module:												
Base Vol:	128	116	83	32	158	10	17	1116	114	100	557	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	116	83	32	158	10	17	1116	114	100	557	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	116	83	32	158	10	17	1116	114	100	557	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	116	83	32	158	10	17	1116	114	100	557	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	116	83	32	158	10	17	1116	114	100	557	8
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.58	0.42	0.16	0.79	0.05	1.00	1.81	0.19	1.00	1.97	0.03
Final Sat.:	1444	842	602	231	1141	72	1444	2620	268	1444	2847	41
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.14	0.14	0.14	0.01	0.43	0.43	0.07	0.20	0.20
Crit Volume:	128			200				615		100		
Crit Moves:	****			****				****		****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	D

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0	0	0 0	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	284	291	0	0	395	69	218	0	521	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	291	0	0	395	69	218	0	521	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	291	0	0	395	69	218	0	521	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	291	0	0	395	69	218	0	521	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	291	0	0	395	69	218	0	521	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1213	212	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.33	0.33	0.15	0.00	0.37	0.00	0.00	0.00
Crit Volume:	284				464				521		0	
Crit Moves:	****				****				****			

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	133	452	268	30	702	169	58	142	291	279	73	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	452	268	30	702	169	58	142	291	279	73	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	452	268	30	702	169	58	142	291	279	73	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	452	268	30	702	169	58	142	291	279	73	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	452	268	30	702	169	58	142	291	279	73	54
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.26	0.74	1.00	1.61	0.39	0.29	0.71	1.00	1.00	0.57	0.43
Final Sat.:	1375	1726	1024	1375	2216	534	399	976	1375	1375	790	585
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.02	0.32	0.32	0.15	0.15	0.21	0.20	0.09	0.09
Crit Volume:	133			436			200			279		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	0 0	0	1 0	1 0	1 0	1
Volume Module:												
Base Vol:	28	692	24	0	1161	156	0	423	56	34	128	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	692	24	0	1161	156	0	423	56	34	128	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	692	24	0	1161	156	0	423	56	34	128	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	692	24	0	1161	156	0	423	56	34	128	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	692	24	0	1161	156	0	423	56	34	128	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.10	1.10	1.10	1.10	0.94
Lanes:	1.00	1.93	0.07	0.00	1.76	0.24	0.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1344	2598	90	0	2370	318	0	1380	183	1563	1563	1344
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.00	0.49	0.49	0.00	0.31	0.31	0.02	0.08	0.12
Crit Volume:	28				659				479	34		
Crit Moves:	****				****				****	****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0 1	0
Volume Module:												
Base Vol:	41	540	9	147	864	244	159	118	94	9	53	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	540	9	147	864	244	159	118	94	9	53	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	540	9	147	864	244	159	118	94	9	53	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	540	9	147	864	244	159	118	94	9	53	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	540	9	147	864	244	159	118	94	9	53	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.97	0.03	1.00	1.56	0.44	1.00	0.56	0.44	1.00	0.73	0.27
Final Sat.:	1530	3010	50	1530	2386	674	1530	852	678	1530	1111	419
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.10	0.36	0.36	0.10	0.14	0.14	0.01	0.05	0.05
Crit Volume:	41			554			159					73
Crit Moves:	****			****			****					****

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1	1 0	2 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	132	475	296	119	773	59	58	235	206	143	130	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	475	296	119	773	59	58	235	206	143	130	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	475	296	119	773	59	58	235	206	143	130	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	475	296	119	773	59	58	235	206	143	130	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	145	475	296	131	773	59	64	235	206	157	130	41
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00	2.00	1.52	0.48
Final Sat.:	2805	2805	1403	2805	2606	199	2805	2805	1403	2805	2132	673
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.21	0.05	0.30	0.30	0.02	0.08	0.15	0.06	0.06	0.06
Crit Volume:	73			416					206	79		
Crit Moves:	****			****					****	****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	D

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	179	595	45	384	1067	72	136	741	306	88	497	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	595	45	384	1067	72	136	741	306	88	497	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	595	45	384	1067	72	136	741	306	88	497	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	595	45	384	1067	72	136	741	306	88	497	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	595	45	384	1067	72	136	741	306	88	497	223
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.03	0.27	0.38	0.05	0.10	0.26	0.22	0.06	0.18	0.16
Crit Volume:	179			534			371			88		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	183	687	76	167	1179	96	98	542	277	131	437	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	687	76	167	1179	96	98	542	277	131	437	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	687	76	167	1179	96	98	542	277	131	437	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	687	76	167	1179	96	98	542	277	131	437	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	687	76	167	1179	96	98	542	277	131	437	83
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.05	0.12	0.42	0.07	0.07	0.19	0.20	0.09	0.16	0.06
Crit Volume:	183				590				277	131		
Crit Moves:	****				****				****	****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	124	571	115	301	1222	93	91	626	171	209	542	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	571	115	301	1222	93	91	626	171	209	542	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	571	115	301	1222	93	91	626	171	209	542	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	571	115	301	1222	93	91	626	171	209	542	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	571	115	301	1222	93	91	626	171	209	542	186
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.08	0.21	0.44	0.07	0.06	0.22	0.12	0.15	0.19	0.13
Crit Volume:	124			611			313			209		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	D

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	121	386	104	125	949	261	131	698	279	113	679	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	386	104	125	949	261	131	698	279	113	679	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	386	104	125	949	261	131	698	279	113	679	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	386	104	125	949	261	131	698	279	113	679	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	386	104	125	949	261	131	698	279	113	679	98
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57	1.00	1.75	0.25
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2004	801	1403	2451	354
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.07	0.09	0.34	0.19	0.09	0.35	0.35	0.08	0.28	0.28
Crit Volume:	121				475				489	113		
Crit Moves:	****				****				****	****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	190	337	246	290	647	212	150	712	106	181	569	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	337	246	290	647	212	150	712	106	181	569	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	337	246	290	647	212	150	712	106	181	569	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	337	246	290	647	212	150	712	106	181	569	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	190	337	246	290	647	212	165	712	106	199	569	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.18	0.21	0.23	0.15	0.06	0.25	0.08	0.07	0.20	0.09
Crit Volume:			246	290				356		100		
Crit Moves:			****	****				****		****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	C

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	379	721	300	161	348	376	95	609	2	25	340	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	721	300	161	348	376	95	609	2	25	340	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	721	300	161	348	376	95	609	2	25	340	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	721	300	161	348	376	95	609	2	25	340	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	721	300	161	348	414	95	609	2	25	340	63
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.37	1.63	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	1942	808	1375	1885	2240	1375	2741	9	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.28	0.37	0.37	0.12	0.18	0.18	0.07	0.22	0.22	0.02	0.12	0.05
Crit Volume:			511			254			306			25
Crit Moves:			****			****			****			****

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	87	0	71	0	0	0	0	790	220	12	213	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	0	71	0	0	0	0	790	220	12	213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	0	71	0	0	0	0	790	220	12	213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	0	71	0	0	0	0	790	220	12	213	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	0	71	0	0	0	0	790	220	12	213	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.00	0.00	0.00	0.00	0.26	0.15	0.01	0.07	0.00
Crit Volume:			71	0				395		12		
Crit Moves:			****					****		****		

Existing AM

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name: N Hollywood Way NB | San Fernando Rd WB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0 0	0 0	0	0 0 0	0 0	0	0 0 1
Volume Module:												
Base Vol:	0	839	106	0	0	0	0	0	0	0	0	177
Growth Adj:	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00
PHF Adj:	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00
MLF Adj:	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00	0.00 0.00		0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[22.6]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0 0 0			0 0 2 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	2060	209	0	0	251	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	2060	209	0	0	251	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	2060	0	0	0	251	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	2060	0	0	0	251	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	687	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	451	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	451	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	3.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			22.6			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	89	0	59	0	0	0	0	787	200	13	216	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	0	59	0	0	0	0	787	200	13	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	0	59	0	0	0	0	787	200	13	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	0	59	0	0	0	0	787	200	13	216	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	0	59	0	0	0	0	787	200	13	216	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.39	0.61	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3588	912	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.22	0.22	0.01	0.07	0.00
Crit Volume:	89				0				329	13		
Crit Moves:	****								****	****		

Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[13.0]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	51 280	0	0	1037	12		1	0	41	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51 280	0	0	1037	12		1	0	41	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51 280	0	0	1037	12		1	0	41	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	51 280	0	0	1037	12		1	0	41	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1049 xxxx xxxxx	xxxx	xxxx	xxxxx			1285	1425	525	xxxx	xxxx	xxxxx
Potent Cap.:	671 xxxx xxxxx	xxxx	xxxx	xxxxx			159	137	503	xxxx	xxxx	xxxxx
Move Cap.:	671 xxxx xxxxx	xxxx	xxxx	xxxxx			150	126	503	xxxx	xxxx	xxxxx
Total Cap:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			248	233	xxxxx	311	207	xxxxx
Volume/Cap:	0.08 xxxx xxxx	xxxx	xxxx	xxxx			0.00	0.00	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.8 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B *	*	*	*	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	491	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*	*	*	*		*	B	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				13.0		xxxxxx			
ApproachLOS:	*		*				B		*			

Note: Queue reported is the number of cars per lane.

Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[8.8]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	2	0	3	0	0	0	0	43	1	14	52	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	3	0	0	0	0	43	1	14	52	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	3	0	0	0	0	43	1	14	52	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	3	0	0	0	0	43	1	14	52	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	124	124	44	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	44	xxxx	xxxxx
Potent Cap.:	876	771	1032	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx
Move Cap.:	870	764	1032	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	961	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Existing AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0	Average Delay (sec/veh):	17.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	142	217	327	118	0	0	0	0	409	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	142	217	327	118	0	0	0	0	409	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	142	217	327	118	0	0	0	0	409	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	142	217	327	118	0	0	0	0	409	0	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	142	217	327	118	0	0	0	0	409	0	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.40	0.60	1.00	1.00	0.00	0.00	0.00	0.00	1.80	0.00	0.20
Final Sat.:	0	227	348	510	546	0	0	0	0	1355	-478	97
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.62	0.62	0.64	0.22	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.48
Crit Moves:			****	****								****
Delay/Veh:	0.0	18.4	18.4	20.8	10.9	0.0	0.0	0.0	0.0	16.0	16.3	16.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	18.4	20.8	10.9	0.0	0.0	0.0	0.0	16.0	16.3	16.3
LOS by Move:	*	C	C	C	B	*	*	*	*	C	C	C
ApproachDel:		18.4			18.2			xxxxxx			15.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		18.4			18.2			xxxxxx			15.9	
LOS by Appr:		C			C			*			C	
AllWayAvgQ:	1.5	1.5	1.5	1.6	0.3	0.0	0.0	0.0	0.0	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[14.8]

Street Name:	N San Fernando Blvd								Winova							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	0	1 0	0	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	124	198	0	0	525	183	13	0	37	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	124	198	0	0	525	183	13	0	37	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	124	198	0	0	525	183	13	0	37	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	124	198	0	0	525	183	13	0	37	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	708	xxxx	xxxxx	xxxx	xxxx	xxxxx	964	1063	617	xxxx	xxxx	xxxxx				
Potent Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	286	225	494	xxxx	xxxx	xxxxx				
Move Cap.:	900	xxxx	xxxxx	xxxx	xxxx	xxxxx	256	194	494	xxxx	xxxx	xxxxx				
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.07	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	357	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			14.8			xxxxxx						
ApproachLOS:	*			*			B			*						

Note: Queue reported is the number of cars per lane.

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.187
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	24	17	16	6	63	12	17	91	161	14	37	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	17	16	6	63	12	17	91	161	14	37	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	17	16	6	63	12	17	91	161	14	37	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	17	16	6	63	12	17	91	161	14	37	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	17	16	6	63	12	17	91	161	14	37	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.30	0.28	0.07	0.78	0.15	0.13	0.87	1.00	0.45	1.20	0.35
Final Sat.:	632	447	421	111	1167	222	190	1310	1500	677	1790	532
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.05	0.05	0.09	0.07	0.11	0.02	0.02	0.02
Crit Volume:	24					81			161	14		
Crit Moves:	****					****			****	****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	34	38	36	48	189	20	21	147	136	150	157	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	38	36	48	189	20	21	147	136	150	157	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	38	36	48	189	20	21	147	136	150	157	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	38	36	48	189	20	21	147	136	150	157	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	38	36	48	189	20	21	147	136	150	157	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.36	0.33	0.19	0.73	0.08	1.00	0.52	0.48	1.00	0.85	0.15
Final Sat.:	472	528	500	280	1103	117	1500	779	721	1500	1280	220
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.17	0.17	0.17	0.01	0.19	0.19	0.10	0.12	0.12
Crit Volume:	34			257			283			150		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.264
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	1	0	0	35	0	62	151	324	0	10	233	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	35	0	62	151	324	0	10	233	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	35	0	62	151	324	0	10	233	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	35	0	62	151	324	0	10	233	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	35	0	62	151	324	0	10	233	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.44	0.56
Final Sat.:	1425	0	0	1425	0	1425	1425	2850	0	1425	2056	794
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.11	0.11	0.00	0.01	0.11	0.11
Crit Volume:	1					62	151				162	
Crit Moves:	****					****	****				****	

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	101	0	10	97	507	0	0	147	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	10	97	507	0	0	147	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	0	10	97	507	0	0	147	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	10	97	507	0	0	147	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	0	10	97	507	0	0	147	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.91	0.00	0.09	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	0	0	0	1297	0	128	1425	2850	0	0	1958	892
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.07	0.18	0.00	0.00	0.08	0.08
Crit Volume:	0					111		254		0		
Crit Moves:						****		****		****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	82	0	138	0	521	0	0	156	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	0	138	0	521	0	0	156	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	82	0	138	0	521	0	0	156	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	138	0	521	0	0	156	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	82	0	138	0	521	0	0	156	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.00	0.17	0.00	0.00	0.05	0.00
Crit Volume:	0					138		261		0		
Crit Moves:						****		****		****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	226	221	113	498	424	47	36	1238	375	416	1165	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	221	113	498	424	47	36	1238	375	416	1165	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	221	113	498	424	47	36	1238	375	416	1165	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	221	113	498	424	47	36	1238	375	416	1165	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	249	221	113	548	424	47	40	1238	375	458	1165	529
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.25	1.75	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3162	2448	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.17	0.17	0.03	0.01	0.29	0.27	0.16	0.28	0.38
Crit Volume:	124			243				413		229		
Crit Moves:	****			****				****		****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	D

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	213	0	8	244	107	335	0	1349	529	62	1560	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	0	8	244	107	335	0	1349	529	62	1560	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	0	8	244	107	335	0	1349	529	62	1560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	0	8	244	107	335	0	1349	529	62	1560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	0	8	268	107	335	0	1349	529	62	1560	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.43	0.57	1.00	0.00	2.15	0.85	1.00	3.00	0.00
Final Sat.:	1425	0	1425	2038	812	1425	0	3071	1204	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.01	0.13	0.13	0.24	0.00	0.44	0.44	0.04	0.36	0.00
Crit Volume:	213					335			626	62		
Crit Moves:	****					****			****	****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 2	0 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	316	0	0	889	0	899	0	0	1143	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	316	0	0	889	0	899	0	0	1143	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	316	0	0	0	0	899	0	0	1143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	316	0	0	0	0	899	0	0	1143	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	348	0	0	0	0	899	0	0	1143	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.38	0.00
Crit Volume:			174	0			0				572	
Crit Moves:			****				****				****	

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1! 0	0	1	0	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	80	1	74	107	436	2	0	250	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	1	74	107	436	2	0	250	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	1	74	107	436	2	0	250	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	1	74	107	436	2	0	250	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	88	1	74	107	436	2	0	250	39
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.08	0.01	0.91	1.00	0.99	0.01	0.00	1.73	0.27
Final Sat.:	0	0	0	1539	17	1294	1425	1418	7	0	2465	385
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.08	0.31	0.31	0.00	0.10	0.10
Crit Volume:				0	81			438		0		
Crit Moves:				****				****		****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1! 0	1	0	2	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	31	0	312	513	1197	0	0	348	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	312	513	1197	0	0	348	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	312	513	1197	0	0	348	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	312	513	1197	0	0	348	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	31	0	343	513	1197	0	0	348	13
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.16	1.16	1.16	1.16	0.84
Lanes:	0.00	0.00	0.00	0.17	0.00	1.83	1.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	197	0	2184	1191	3319	0	0	3199	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.43	0.36	0.00	0.00	0.11	0.15
Crit Volume:	0					187	513					181
Crit Moves:						****	****					****

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

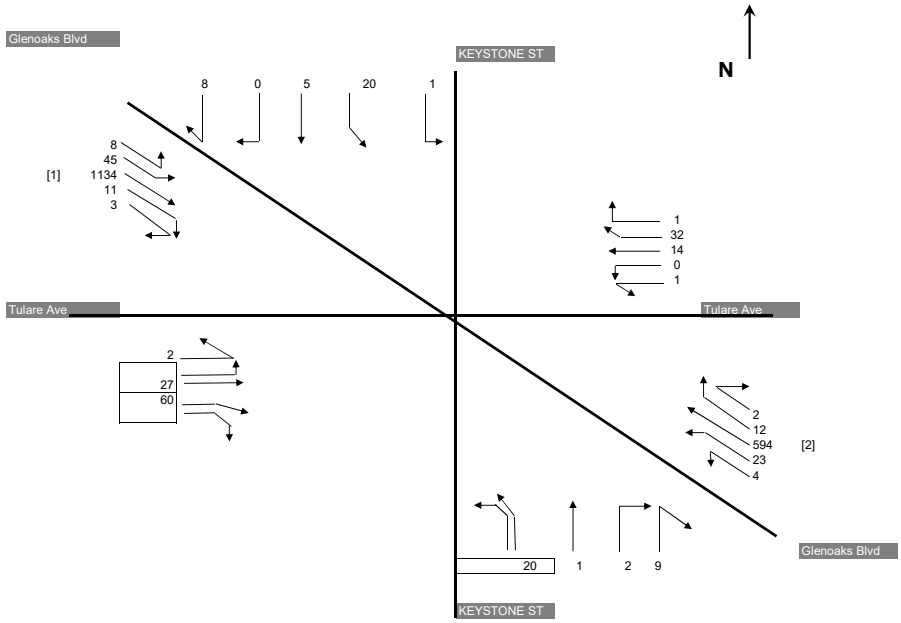
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	180	608	40	22	1178	75	24	20	341	6	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	608	40	22	1178	75	24	20	341	6	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	608	40	22	1178	75	24	20	341	6	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	608	40	22	1178	75	24	20	341	6	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	608	40	22	1178	75	24	20	341	6	2	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	0.06	0.94	1.00	0.33	0.67
Final Sat.:	1444	2709	178	1444	2888	1444	1444	80	1364	1444	481	963
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.22	0.02	0.41	0.05	0.02	0.25	0.25	0.00	0.00	0.00
Crit Volume:	180				589				361	6		
Crit Moves:	****				****				****	****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Existing Conditions - AM Peak Hour



[1] 1134 is the maxiumum SB-TH volume along Glenoaks
[2] 594 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd

Max { (SBT 1,134 + SBR 14)/2 Glenoaks Blvd SBT and SBR + NBL 27/1 Glenoaks Blvd NBL = 601 } or { (NBT/R 594 + 14)/2 Glenoaks Blvd NBT and NBR + SBL 53/1 Glenoaks Blvd SBL = 356 }

Critical Volume = 601 per lane
v/c = 0.416

pair 2 Keystone S

Max { (SBL 21 + SBT 5 + SBR 8)/1 Keystone SBL, SBT, and SBR + NBL 20/1 Keystone NBL = 53 } or { (NBL 20 + NBT 1 + NBR 11)/1 Keystone NBL, NBT, and NBR + SBL 21/1 Keystone SBL = 52 }

Critical Volume = 53 per lane
v/c = 0.036

pair 3 Tulare Ave

Max { (EBL 2 + EBT 27 + EBR 60)/1 Tulare Ave EBL, EBT, and EBR + WBL 1/1 Tulare Ave WBL = 89 } or { (WBL 1 + WBT 14 + WBR 33)/1 Tulare Ave WBL, WBT, and WBR + EBL 2/1 Tulare Ave EBL = 49 }

Critical Volume = 89 per lane
v/c = 0.062

							Loss Time		ATSAC Credit			
V/C =	**0.416**	**+**	**0.036**	**+**	**0.062**	**+**	**0.000**	**-**	**0**	**=**	**0.514**	

LOS = A

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

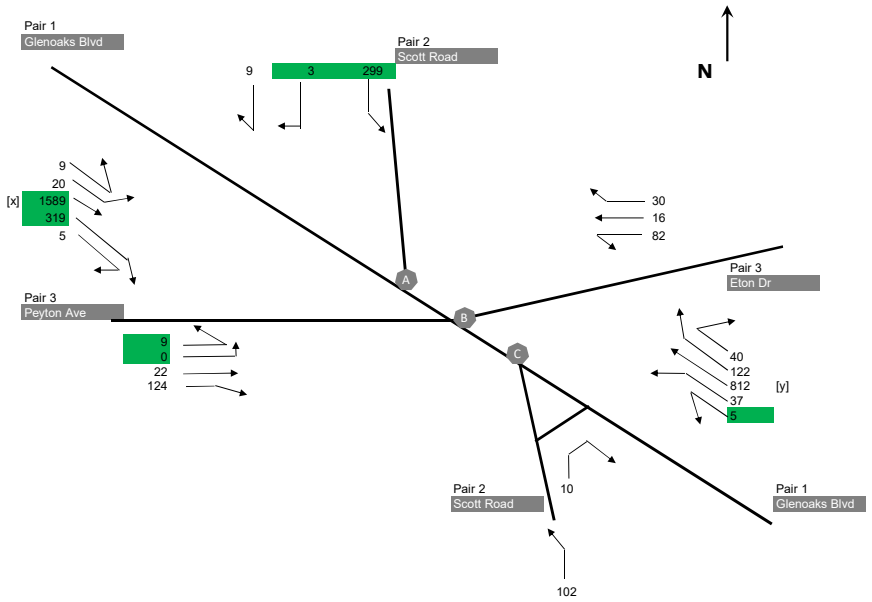
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	133	587	9	38	1127	1	3	43	201	9	36	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	587	9	38	1127	1	3	43	201	9	36	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	587	9	38	1127	1	3	43	201	9	36	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	587	9	38	1127	1	3	43	201	9	36	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	587	9	38	1127	1	3	43	201	9	36	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.07	0.93	1.00	0.11	0.44	0.45
Final Sat.:	1496	2947	45	1496	2990	3	98	1399	1496	164	657	675
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.03	0.38	0.38	0.03	0.03	0.13	0.05	0.05	0.05
Crit Volume:	0				564				201	9		
Crit Moves:	****				****				****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Existing Conditions - AM Peak Hour



[x] 1589 is the maxiumum SB-TH volume along Glenoaks
[y] 812 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { SBT 1589 + SBR 324 / 2 (Glenoaks Blvd SB) + NBL 42 / 1 (Glenoaks Blvd NB) = **999** } or { NBT 812 + NBR 162 / 2 (Glenoaks Blvd NB) + SBL 29 / 1 (Glenoaks Blvd SB) = 516 }

Critical Volume = **999**
v/c = **0.691**

Pair 2 Scott Road *Permissive Lefts*

Max { SBT 299 + SBR 12 / 1 (Scott Road (All SB Movements)) = **311** } or { NBT 102 + NBR* 0 / 1 (Scott Road (All NB Movements)) = 102 }

Critical Volume = **311**
v/c = **0.215**

*NBR is excluded due to channelization

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { EBL 9 + EBT 22 + EBR 124 / 1 (Peyton Ave (All EB Movements)) = **155** } and { WBL 82 + WBT 16 + WBR 30 / 1 (Eton Dr (All WB Movements)) = **128** }

Split phase, sum critical volumes

Critical Volume = **283**
v/c = **0.196**

V/C =	**0.691**	**+**	**0.215**	**+**	**0.196**	**+**	**Loss Time 0.000**	**-**	**ATSAC Credit 0**	**=**	**1.103**

LOS = F

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	2	0 1! 0	0	0	2	1 0	0	0 1 1 1
Volume Module:												
Base Vol:	0	0	4	991	0	11	0	681	4	0	642	691
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	991	0	11	0	681	4	0	642	691
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	4	991	0	11	0	681	4	0	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	991	0	11	0	681	4	0	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	1090	0	11	0	681	4	0	642	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.97	0.00	0.03	0.00	2.98	0.02	0.00	2.00	1.00
Final Sat.:	0	0	1454	4317	0	44	0	4335	25	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.16	0.16	0.00	0.22	0.00
Crit Volume:			4	367			0				321	
Crit Moves:			****	****			****				****	

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	D

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	53	515	44	150	1323	142	84	404	153	47	392	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	515	44	150	1323	142	84	404	153	47	392	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	515	44	150	1323	142	84	404	153	47	392	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	515	44	150	1323	142	84	404	153	47	392	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	515	44	150	1323	142	84	404	153	47	392	107
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	1.00	0.79	0.21
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1110	420	1530	1202	328
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.03	0.10	0.43	0.09	0.05	0.36	0.36	0.03	0.33	0.33
Crit Volume:	53			662			557			47		
Crit Moves:	****			****			****			****		

Existing AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 0	0	0 2	1 0	1	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	219	1625	0	0	1287	27	88	0	708	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1625	0	0	1287	27	88	0	708	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1625	0	0	1287	27	88	0	708	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1625	0	0	1287	27	88	0	708	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	219	1625	0	0	1287	27	88	0	779	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4271	90	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.00	0.00	0.30	0.30	0.06	0.00	0.27	0.00	0.00	0.00
Crit Volume:	219				438				389	0		
Crit Moves:	****				****				****			

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	1	1970	2	6	1172	1	1	0	0	12	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1970	2	6	1172	1	1	0	0	12	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1970	2	6	1172	1	1	0	0	12	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1970	2	6	1172	1	1	0	0	12	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1970	2	6	1172	1	1	0	0	12	0	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	2.99	0.01	1.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1530	3057	3	1530	4586	4	1530	0	0	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.64	0.00	0.26	0.26	0.00	0.00	0.00	0.01	0.00	0.01
Crit Volume:		986			6				0	12		
Crit Moves:		****			****				****	****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	D

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	27	1655	49	53	1127	11	23	2	25	91	3	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1655	49	53	1127	11	23	2	25	91	3	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1655	49	53	1127	11	23	2	25	91	3	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1655	49	53	1127	11	23	2	25	91	3	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1655	49	53	1127	11	23	2	25	91	3	262
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.94	0.06	1.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2823	84	1454	4318	42	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.59	0.04	0.26	0.26	0.02	0.00	0.02	0.06	0.00	0.18
Crit Volume:	852			53			23					262
Crit Moves:	****			****			****					****

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	138	1334	106	53	1056	137	219	43	158	182	101	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1334	106	53	1056	137	219	43	158	182	101	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1334	106	53	1056	137	219	43	158	182	101	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1334	106	53	1056	137	219	43	158	182	101	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1334	106	53	1056	137	241	43	158	182	101	151
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.08	0.04	0.38	0.10	0.09	0.03	0.11	0.13	0.07	0.11
Crit Volume:		667			53				158	182		
Crit Moves:		****			****				****	****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	95	1301	46	27	1525	27	100	6	78	105	29	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1301	46	27	1525	27	100	6	78	105	29	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1301	46	27	1525	27	100	6	78	105	29	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1301	46	27	1525	27	100	6	78	105	29	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1301	46	27	1525	27	100	6	78	105	29	169
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.93	0.07	1.00	2.95	0.05	1.00	0.07	0.93	1.00	0.15	0.85
Final Sat.:	1454	2808	99	1454	4285	76	1454	104	1350	1454	213	1241
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.46	0.02	0.36	0.36	0.07	0.06	0.06	0.07	0.14	0.14
Crit Volume:		674		27			100			198		
Crit Moves:		****		****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	171	1024	86	198	822	343	222	759	94	79	863	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1024	86	198	822	343	222	759	94	79	863	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1024	86	198	822	343	222	759	94	79	863	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1024	86	198	822	343	222	759	94	79	863	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1024	86	198	822	343	222	759	94	79	863	146
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.06	0.14	0.29	0.24	0.16	0.27	0.07	0.06	0.31	0.10
Crit Volume:		512			198			222			432	
Crit Moves:		****			****			****			****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	71	980	115	141	666	126	167	702	21	150	737	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	980	115	141	666	126	167	702	21	150	737	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	980	115	141	666	126	167	702	21	150	737	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	980	115	141	666	126	167	702	21	150	737	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	980	115	141	666	126	167	702	21	150	737	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2724	81	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.08	0.10	0.24	0.09	0.12	0.26	0.26	0.11	0.26	0.08
Crit Volume:		490			141			167			369	
Crit Moves:		****			****			****			****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	148	950	131	198	582	169	155	673	98	141	800	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	950	131	198	582	169	155	673	98	141	800	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	950	131	198	582	169	155	673	98	141	800	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	950	131	198	582	169	155	673	98	141	800	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	950	131	198	582	169	155	673	98	141	800	192
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.09	0.14	0.21	0.12	0.11	0.24	0.07	0.10	0.29	0.14
Crit Volume:		475			198			155			400	
Crit Moves:		****			****			****			****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	949	98	53	576	130	244	694	52	90	488	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	949	98	53	576	130	244	694	52	90	488	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	949	98	53	576	130	244	694	52	90	488	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	949	98	53	576	130	244	694	52	90	488	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	949	98	53	576	130	268	694	52	90	488	56
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.07	0.04	0.20	0.09	0.09	0.48	0.04	0.06	0.34	0.04
Crit Volume:		475			53			694			488	
Crit Moves:		****			****			****				

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	190	633	367	90	403	287	183	901	94	49	998	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	633	367	90	403	287	183	901	94	49	998	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	633	367	90	403	287	183	901	94	49	998	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	633	367	90	403	287	183	901	94	49	998	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	633	367	99	403	287	201	901	94	49	998	395
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2540	265	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.26	0.04	0.14	0.20	0.07	0.35	0.35	0.03	0.24	0.28
Crit Volume:	190				202				498	49		
Crit Moves:	****				****				****	****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	106	723	17	102	240	194	93	338	20	6	452	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	723	17	102	240	194	93	338	20	6	452	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	723	17	102	240	194	93	338	20	6	452	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	723	17	102	240	194	93	338	20	6	452	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	723	17	102	240	194	93	338	20	6	452	411
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.05	0.95
Final Sat.:	1454	2840	67	1454	2907	1454	1454	2745	162	1454	1523	1384
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.07	0.08	0.13	0.06	0.12	0.12	0.00	0.30	0.30
Crit Volume:			370	102			93				432	
Crit Moves:			****	****			****				****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	1	0	1 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	47	197	32	35	20	234	455	1010	7	8	947	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	197	32	35	20	234	455	1010	7	8	947	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	197	32	35	20	234	455	1010	7	8	947	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	197	32	35	20	234	455	1010	7	8	947	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	197	32	35	20	257	455	1010	7	8	947	57
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.34	1.43	0.23	1.00	1.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	495	2075	337	1454	1454	2907	1454	4330	30	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.02	0.01	0.09	0.31	0.23	0.23	0.01	0.33	0.04
Crit Volume:	47					129	455				474	
Crit Moves:	****					****	****				****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 0	0	0 2	0 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	659	0	0	398	0	518	0	697	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	659	0	0	398	0	518	0	697	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	659	0	0	398	0	518	0	697	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	659	0	0	398	0	518	0	697	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	659	0	0	398	0	518	0	767	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.81	0.00	1.19	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	1149	0	1701	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.14	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Crit Volume:		330			0				642		0	
Crit Moves:		****			****				****			

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	465	2	27	0	0	10	6	804	552	115	979	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	2	27	0	0	10	6	804	552	115	979	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	2	27	0	0	10	6	804	552	115	979	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	2	27	0	0	10	6	804	552	115	979	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	2	27	0	0	10	6	804	552	115	979	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	2794	11	1403	0	0	1403	1403	2805	1403	1403	2802	3
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.00	0.00	0.01	0.00	0.29	0.39	0.08	0.35	0.35
Crit Volume:	257					10		402		115		
Crit Moves:	****					****		****		****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 0
Volume Module:												
Base Vol:	245	170	96	20	93	15	23	839	120	97	831	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	170	96	20	93	15	23	839	120	97	831	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	170	96	20	93	15	23	839	120	97	831	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	170	96	20	93	15	23	839	120	97	831	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	170	96	20	93	15	23	839	120	97	831	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.64	0.36	0.15	0.73	0.12	1.00	1.75	0.25	1.00	1.95	0.05
Final Sat.:	1444	923	521	226	1049	169	1444	2526	361	1444	2820	68
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.18	0.09	0.09	0.09	0.02	0.33	0.33	0.07	0.29	0.29
Crit Volume:	245					128		480		97		
Crit Moves:	****					****		****		****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	1.035
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	582	453	0	0	357	112	196	0	424	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	582	453	0	0	357	112	196	0	424	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	582	453	0	0	357	112	196	0	424	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	453	0	0	357	112	196	0	424	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	582	453	0	0	357	112	196	0	424	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.76	0.24	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1085	340	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.32	0.00	0.00	0.33	0.33	0.14	0.00	0.30	0.00	0.00	0.00
Crit Volume:	582				469				424		0	
Crit Moves:	****				****				****			

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	D

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	352	908	356	38	587	143	84	152	266	202	52	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	908	356	38	587	143	84	152	266	202	52	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	908	356	38	587	143	84	152	266	202	52	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	908	356	38	587	143	84	152	266	202	52	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	908	356	38	587	143	84	152	266	202	52	41
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.61	0.39	0.36	0.64	1.00	1.00	0.56	0.44
Final Sat.:	1375	1975	775	1375	2211	539	489	886	1375	1375	769	606
Capacity Analysis Module:												
Vol/Sat:	0.26	0.46	0.46	0.03	0.27	0.27	0.17	0.17	0.19	0.15	0.07	0.07
Crit Volume:	352					365		236		202		
Crit Moves:	****					****		****		****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	0 0	0	1 0	1 0	1 0	1
Volume Module:												
Base Vol:	45	1100	20	0	893	140	0	303	51	55	272	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1100	20	0	893	140	0	303	51	55	272	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1100	20	0	893	140	0	303	51	55	272	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1100	20	0	893	140	0	303	51	55	272	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1100	20	0	893	140	0	303	51	55	272	537
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.11	1.11	1.11	1.11	0.93
Lanes:	1.00	1.96	0.04	0.00	1.73	0.27	0.00	0.86	0.14	1.00	1.00	1.00
Final Sat.:	1329	2610	47	0	2297	360	0	1351	227	1578	1578	1329
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.00	0.39	0.39	0.00	0.22	0.22	0.03	0.17	0.40
Crit Volume:	45				517			354		55		
Crit Moves:	****				****			****		****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0 1	0
Volume Module:												
Base Vol:	59	881	16	140	709	175	212	71	69	17	49	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	881	16	140	709	175	212	71	69	17	49	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	881	16	140	709	175	212	71	69	17	49	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	881	16	140	709	175	212	71	69	17	49	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	881	16	140	709	175	212	71	69	17	49	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.96	0.04	1.00	1.60	0.40	1.00	0.51	0.49	1.00	0.55	0.45
Final Sat.:	1530	3005	55	1530	2454	606	1530	776	754	1530	842	688
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.09	0.29	0.29	0.14	0.09	0.09	0.01	0.06	0.06
Crit Volume:	449			140			212			89		
Crit Moves:	****			****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	138	793	434	146	590	61	80	185	194	375	227	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	793	434	146	590	61	80	185	194	375	227	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	793	434	146	590	61	80	185	194	375	227	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	793	434	146	590	61	80	185	194	375	227	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	152	793	434	161	590	61	88	185	194	413	227	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	2.00	2.00	1.00	2.00	1.28	0.72
Final Sat.:	2805	2805	1403	2805	2542	263	2805	2805	1403	2805	1789	1016
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.31	0.06	0.23	0.23	0.03	0.07	0.14	0.15	0.13	0.13
Crit Volume:		397			80				194	206		
Crit Moves:		****			****				****	****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	245	889	88	295	879	132	198	679	140	111	748	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	889	88	295	879	132	198	679	140	111	748	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	889	88	295	879	132	198	679	140	111	748	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	889	88	295	879	132	198	679	140	111	748	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	889	88	295	879	132	198	679	140	111	748	226
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.06	0.21	0.31	0.09	0.14	0.24	0.10	0.08	0.27	0.16
Crit Volume:		445			295			198			374	
Crit Moves:		****			****			****			****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	D

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	223	984	103	172	812	183	165	688	148	99	635	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	984	103	172	812	183	165	688	148	99	635	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	984	103	172	812	183	165	688	148	99	635	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	984	103	172	812	183	165	688	148	99	635	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	984	103	172	812	183	165	688	148	99	635	127
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.07	0.12	0.29	0.13	0.12	0.25	0.11	0.07	0.23	0.09
Crit Volume:		492			172			165			318	
Crit Moves:		****			****			****			****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	176	958	157	237	631	145	138	780	104	115	804	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	958	157	237	631	145	138	780	104	115	804	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	958	157	237	631	145	138	780	104	115	804	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	958	157	237	631	145	138	780	104	115	804	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	958	157	237	631	145	138	780	104	115	804	203
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.11	0.17	0.22	0.10	0.10	0.28	0.07	0.08	0.29	0.14
Crit Volume:		479			237			138			402	
Crit Moves:		****			****			****			****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	218	822	133	114	536	152	217	737	149	98	708	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	822	133	114	536	152	217	737	149	98	708	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	822	133	114	536	152	217	737	149	98	708	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	822	133	114	536	152	217	737	149	98	708	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	822	133	114	536	152	217	737	149	98	708	120
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.71	0.29
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2333	472	1403	2398	407
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.09	0.08	0.19	0.11	0.15	0.32	0.32	0.07	0.30	0.30
Crit Volume:	411			114			217			414		
Crit Moves:	****			****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	105	652	142	298	418	68	176	1008	127	234	510	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	652	142	298	418	68	176	1008	127	234	510	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	652	142	298	418	68	176	1008	127	234	510	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	652	142	298	418	68	176	1008	127	234	510	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	105	652	142	298	418	68	194	1008	127	257	510	224
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.10	0.21	0.15	0.05	0.07	0.36	0.09	0.09	0.18	0.16
Crit Volume:	326			298			504			129		
Crit Moves:	****			****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	68	600	54	109	235	445	105	831	1	63	722	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	600	54	109	235	445	105	831	1	63	722	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	600	54	109	235	445	105	831	1	63	722	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	600	54	109	235	445	105	831	1	63	722	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	600	54	109	235	490	105	831	1	63	722	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.00	2.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2523	227	1375	1375	2750	1375	2747	3	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.08	0.17	0.18	0.08	0.30	0.30	0.05	0.26	0.15
Crit Volume:		327			245			416			63	
Crit Moves:		****			****			****			****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.206
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	97	0	35	0	0	0	0	373	155	34	511	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	0	35	0	0	0	0	373	155	34	511	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	0	35	0	0	0	0	373	155	34	511	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	35	0	0	0	0	373	155	34	511	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	0	35	0	0	0	0	373	155	34	511	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.00	0.00	0.00	0.00	0.12	0.10	0.02	0.17	0.00
Crit Volume:	53			0			0			256		
Crit Moves:	****						****			****		

Existing PM

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name: N Hollywood Way NB | San Fernando Rd WB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	1	0 0	0 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1854	142	0	0	0	0	0	0	0	0	251
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.5]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	2 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	1025	75	0	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1025	75	0	0	156	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1025	0	0	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	1025	0	0	0	156	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	342	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	705	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	705	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.5			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	1	0	1	0	2	0	0
Volume Module:																			
Base Vol:	80	0	25	0	0	0	0	350	154	39	542	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	0	25	0	0	0	0	350	154	39	542	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	0	25	0	0	0	0	350	154	39	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	0	25	0	0	0	0	350	154	39	542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	0	25	0	0	0	0	350	154	39	542	0
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.08	0.92	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3125	1375	1500	3000	0
Capacity Analysis Module:																			
Vol/Sat:	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.11	0.11	0.03	0.18	0.00
Crit Volume:	80				0			0			271	
Crit Moves:	****						****				****	

Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.2]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	40	605	0	0	474	4	16	0	79	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	605	0	0	474	4	16	0	79	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	605	0	0	474	4	16	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	605	0	0	474	4	16	0	79	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	478	xxxx	xxxxx	xxxx	xxxx	xxxxx	859	1161	239	xxxx	xxxx	xxxxx
Potent Cap.:	1095	xxxx	xxxxx	xxxx	xxxx	xxxxx	300	197	768	xxxx	xxxx	xxxxx
Move Cap.:	1095	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	190	768	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	415	308	xxxxx	305	301	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	672	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: A[8.7]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	5	0	31	0	0	0	0	39	2	7	37	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	31	0	0	0	0	39	2	7	37	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	31	0	0	0	0	39	2	7	37	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	31	0	0	0	0	39	2	7	37	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	91	91	40	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	41	xxxx	xxxxx
Potent Cap.:	914	803	1037	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1581	xxxx	xxxxx
Move Cap.:	911	799	1037	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1581	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1018	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Existing PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	0	Average Delay (sec/veh):	28.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	113	454	283	112	0	0	0	0	386	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	113	454	283	112	0	0	0	0	386	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	113	454	283	112	0	0	0	0	386	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	113	454	283	112	0	0	0	0	386	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	113	454	283	112	0	0	0	0	386	0	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.20	0.80	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	120	483	493	529	0	0	0	0	1312	-458	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.94	0.94	0.57	0.21	xxxx	xxxx	xxxx	xxxx	0.29	0.00	0.46
Crit Moves:			****	****								****
Delay/Veh:	0.0	47.0	47.0	18.8	11.1	0.0	0.0	0.0	0.0	16.3	16.6	16.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.0	47.0	18.8	11.1	0.0	0.0	0.0	0.0	16.3	16.6	16.6
LOS by Move:	*	E	E	C	B	*	*	*	*	C	C	C
ApproachDel:		47.0			16.6			xxxxxx			16.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		47.0			16.6			xxxxxx			16.2	
LOS by Appr:		E			C			*			C	
AllWayAvgQ:	6.4	6.4	6.4	1.2	0.3	0.0	0.0	0.0	0.0	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Street Name:	N San Fernando Blvd									Winova					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1 0 2	0	0	0 0	0	1 0	0 0	1!	0 1	0 0	0	0 0			
Volume Module:															
Base Vol:	54 387	0		0 330		24	42	0	79	0	0	0			
Growth Adj:	1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00			
Initial Bse:	54 387	0		0 330		24	42	0	79	0	0	0			
User Adj:	1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00			
PHF Adj:	1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00			
PHF Volume:	54 387	0		0 330		24	42	0	79	0	0	0			
Reduct Vol:	0 0	0		0 0		0	0	0	0	0	0	0			
FinalVolume:	54 387	0		0 330		24	42	0	79	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:															
Cnflict Vol:	354 xxxx	xxxxx	xxxx	xxxx	xxxxx	644	837	342	xxxx	xxxx	xxxxx				
Potent Cap.:	1216 xxxx	xxxxx	xxxx	xxxx	xxxxx	441	305	705	xxxx	xxxx	xxxxx				
Move Cap.:	1216 xxxx	xxxxx	xxxx	xxxx	xxxxx	426	291	705	xxxx	xxxx	xxxxx				
Volume/Cap:	0.04 xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.11	xxxx	xxxx	xxxx				
Level Of Service Module:															
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx				
Control Del:	8.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	527	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			12.2			xxxxxx					
ApproachLOS:	*			*			B			*					

Note: Queue reported is the number of cars per lane.

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.170
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	100	34	11	6	33	30	17	51	37	8	115	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	34	11	6	33	30	17	51	37	8	115	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	34	11	6	33	30	17	51	37	8	115	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	34	11	6	33	30	17	51	37	8	115	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	34	11	6	33	30	17	51	37	8	115	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.23	0.08	0.09	0.48	0.43	0.32	0.98	0.70	0.11	1.67	0.22
Final Sat.:	1034	352	114	130	717	652	486	1457	1057	174	2500	326
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.05	0.03	0.03	0.03	0.05	0.05	0.05
Crit Volume:	100			69			17			69		
Crit Moves:	****			****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	108	131	122	30	52	28	14	144	35	34	176	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	131	122	30	52	28	14	144	35	34	176	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	131	122	30	52	28	14	144	35	34	176	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	131	122	30	52	28	14	144	35	34	176	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	131	122	30	52	28	14	144	35	34	176	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.36	0.34	0.27	0.48	0.25	1.00	0.80	0.20	1.00	0.87	0.13
Final Sat.:	449	544	507	409	709	382	1500	1207	293	1500	1300	200
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.07	0.07	0.07	0.01	0.12	0.12	0.02	0.14	0.14
Crit Volume:	361			30			14			203		
Crit Moves:	****			****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	0	1	2	98	0	151	36	332	0	1	378	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	98	0	151	36	332	0	1	378	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	98	0	151	36	332	0	1	378	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	98	0	151	36	332	0	1	378	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	98	0	151	36	332	0	1	378	53
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.75	0.25
Final Sat.:	0	475	950	1425	0	1425	1425	2850	0	1425	2500	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.11	0.03	0.12	0.00	0.00	0.15	0.15
Crit Volume:			3			151	36				216	
Crit Moves:		****				****	****				****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	52	0	19	100	243	0	0	463	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	19	100	243	0	0	463	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	0	19	100	243	0	0	463	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	19	100	243	0	0	463	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	52	0	19	100	243	0	0	463	205
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.73	0.00	0.27	1.00	2.00	0.00	0.00	1.39	0.61
Final Sat.:	0	0	0	1044	0	381	1425	2850	0	0	1975	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.07	0.09	0.00	0.00	0.23	0.23
Crit Volume:	0					71	100				334	
Crit Moves:						****	****				****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	36	0	224	0	306	0	0	479	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	224	0	306	0	0	479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	224	0	306	0	0	479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	224	0	306	0	0	479	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	224	0	306	0	0	479	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.15	0.00	0.10	0.00	0.00	0.16	0.00
Crit Volume:	0					224	0				240	
Crit Moves:						****	****				****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	C

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	1	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	454	497	244	697	440	138	109	1245	294	279	1227	517
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	497	244	697	440	138	109	1245	294	279	1227	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	497	244	697	440	138	109	1245	294	279	1227	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	497	244	697	440	138	109	1245	294	279	1227	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	499	497	244	767	440	138	120	1245	294	307	1227	517
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.54	1.46	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3564	2046	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.18	0.17	0.22	0.22	0.10	0.04	0.30	0.21	0.11	0.29	0.37
Crit Volume:	250			302			415			153		
Crit Moves:	****			****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	275	0	39	445	71	316	0	1740	409	19	1452	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	39	445	71	316	0	1740	409	19	1452	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	39	445	71	316	0	1740	409	19	1452	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	39	445	71	316	0	1740	409	19	1452	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	0	39	490	71	316	0	1740	409	19	1452	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.75	0.25	1.00	0.00	2.43	0.57	1.00	3.00	0.00
Final Sat.:	1425	0	1425	2489	361	1425	0	3461	814	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.03	0.20	0.20	0.22	0.00	0.50	0.50	0.01	0.34	0.00
Crit Volume:	275					316		716		19		
Crit Moves:	****					****		****		****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 2	0 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	466	0	0	609	0	1505	0	0	1104	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	466	0	0	609	0	1505	0	0	1104	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	466	0	0	0	0	1505	0	0	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	466	0	0	0	0	1505	0	0	1104	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	513	0	0	0	0	1505	0	0	1104	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.37	0.00
Crit Volume:			256	0			0				552	
Crit Moves:			****				****				****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0	0	1	0	0	1	1 0
Volume Module:												
Base Vol:	0	0	0	63	1	76	82	237	2	0	633	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	1	76	82	237	2	0	633	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	1	76	82	237	2	0	633	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	1	76	82	237	2	0	633	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	1	76	82	237	2	0	633	53
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	0.99	0.01	0.00	1.85	0.15
Final Sat.:	0	0	0	1425	14	1411	1425	1413	12	0	2630	220
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.07	0.05	0.06	0.17	0.17	0.00	0.24	0.24
Crit Volume:	0				100			82				343
Crit Moves:					****			****				****

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	16	0	633	281	653	0	0	734	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	633	281	653	0	0	734	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	633	281	653	0	0	734	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	633	281	653	0	0	734	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	0	696	281	653	0	0	734	22
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.08	1.08	1.08	1.08	0.92
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	59	0	2572	1316	3069	0	0	2980	77
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.27	0.21	0.21	0.00	0.00	0.25	0.29
Crit Volume:	0					356	281					378
Crit Moves:						****	****					****

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Vineland Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	132	865	146	162	773	115	112	789	94	162	1065	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	865	146	162	773	115	112	789	94	162	1065	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	865	146	162	773	115	112	789	94	162	1065	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	865	146	162	773	115	112	789	94	162	1065	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	865	146	162	773	115	112	789	94	162	1065	238
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.68	0.32	1.00	2.45	0.55
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	4021	479	1500	3678	822
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.10	0.11	0.26	0.08	0.07	0.20	0.20	0.11	0.29	0.29
Crit Volume:	433			162			112			434		
Crit Moves:	****			****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Vineland Ave						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	132	865	146	162	773	115	112	789	94	162	1065	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	865	146	162	773	115	112	789	94	162	1065	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	865	146	162	773	115	112	789	94	162	1065	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	865	146	162	773	115	112	789	94	162	1065	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	865	146	162	773	115	112	789	94	162	1065	238
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.68	0.32	1.00	2.45	0.55
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	4021	479	1500	3678	822
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.10	0.11	0.26	0.08	0.07	0.20	0.20	0.11	0.29	0.29
Crit Volume:	433			162			112			434		
Crit Moves:	****			****			****			****		

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

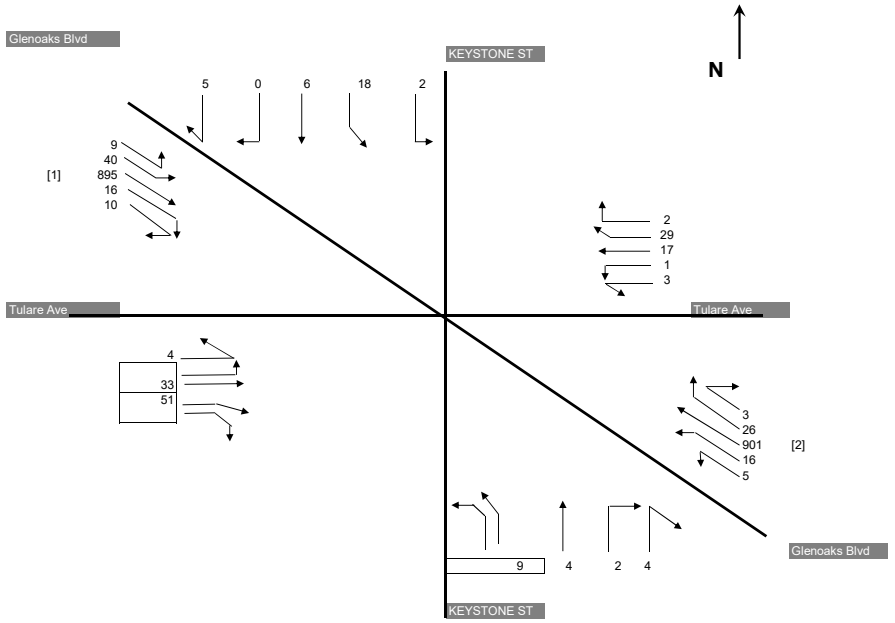
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	143	1110	46	19	711	47	89	10	361	50	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1110	46	19	711	47	89	10	361	50	25	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1110	46	19	711	47	89	10	361	50	25	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1110	46	19	711	47	89	10	361	50	25	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1110	46	19	711	47	89	10	361	50	25	33
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	0.03	0.97	1.00	0.43	0.57
Final Sat.:	1444	2773	115	1444	2888	1444	1444	39	1405	1444	622	821
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.01	0.25	0.03	0.06	0.26	0.26	0.03	0.04	0.04
Crit Volume:	578			19			371			50		
Crit Moves:	****			****			****			****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Existing Conditions - PM Peak Hour



[1] 895 is the maxiumum SB-TH volume along Glenoaks
[2] 901 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd

Max { (SBT 895 + SBR 26)/2 Glenoaks Blvd SBT and SBR + NBL 21/1 Glenoaks Blvd NBL = 481 } or { (NBT/R 901 + 29)/2 Glenoaks Blvd NBT and NBR + SBL 49/1 Glenoaks Blvd SBL = 513 }

Critical Volume = 513 per lane
v/c = 0.355

pair 2 Keystone St

Max { (SBL 19 + SBT 6 + SBR 5)/1 Keystone SBL, SBT, and SBR + NBL 9/1 Keystone NBL = 39 } or { (NBL 9 + NBT 4 + NBR 6)/1 Keystone NBL, NBT, and NBR + SBL 19/1 Keystone SBL = 38 }

Critical Volume = 39 per lane
v/c = 0.027

pair 3 Tulare Ave

Max { (EBL 4 + EBT 33 + EBR 51)/1 Tulare Ave EBL, EBT, and EBR + WBL 4/1 Tulare Ave WBL = 92 } or { (WBL 4 + WBT 17 + WBR 31)/1 Tulare Ave WBL, WBT, and WBR + EBL 4/1 Tulare Ave EBL = 55 }

Critical Volume = 92 per lane
v/c = 0.063

							Loss Time		ATSAC Credit		
V/C =	**0.355**	**+**	**0.027**	**+**	**0.063**	**+**	**0.000**	**-**	**0**	**=**	**0.446**

LOS = A

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

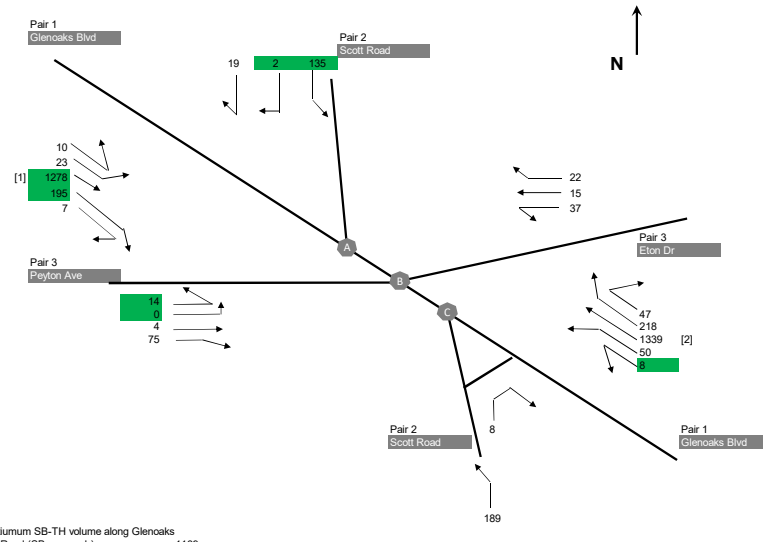
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	123	970	13	21	904	3	4	40	314	16	33	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	970	13	21	904	3	4	40	314	16	33	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	970	13	21	904	3	4	40	314	16	33	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	970	13	21	904	3	4	40	314	16	33	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	970	13	21	904	3	4	40	314	16	33	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.09	0.91	1.00	0.22	0.44	0.34
Final Sat.:	1496	2953	40	1496	2983	10	136	1360	1496	324	667	505
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.01	0.30	0.30	0.03	0.03	0.21	0.05	0.05	0.05
Crit Volume:	0			454					314	16		
Crit Moves:	****			****					****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Existing Conditions - PM Peak Hour



[1] 1278 is the maxiumum SB-TH volume along Glenoaks
- A SB-TH at Scott Road (SB approach): 1169
- B SB-TH at Peyton Ave & Eton Dr: 1278
- C SB-TH at Scott Road (NB approach): 1216

[2] 1339 is the maxiumum NB-TH volume along Glenoaks
- A NB-TH at Scott Road (SB approach): 1149
- B NB-TH at Peyton Ave & Eton Dr: 1339
- C NB-TH at Scott Road (NB approach): 1223

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { (SBT 1278 + SBR 202)/2 Glenoaks Blvd SB + NBL 58/1 Glenoaks Blvd NB = 798 } or { NBT 1339 + NBR 265)/2 Glenoaks Blvd NB + SBL 33/1 Glenoaks Blvd SB = 835 }

Critical Volume = **835**
v/c = **0.578**

Pair 1A Glenoaks Blvd Scott Road (SB approach) *Permissive Lefts*

Max { SBT 1169/2 Glenoaks Blvd SB = 585 } or { (NBT 1149 + NBR 218)/2 Glenoaks Blvd NB + SBL 10/1 Glenoaks Blvd SB = 693.5 }

Critical Volume = **693.5**
v/c = **0.480**

Pair 1B Glenoaks Blvd Peyton Ave & Eton Dr *Permissive Lefts*

Max { (SBT 1278 + SBR 7)/2 Glenoaks Blvd SB + NBL 50/1 Glenoaks Blvd NB = 693 } or { (NBT 1339 + NBR 47)/2 Glenoaks Blvd NB + SBL 23/1 Glenoaks Blvd SB = 716 }

Critical Volume = **716**
v/c = **0.496**

Pair 1C Glenoaks Blvd Scott Road (NB approach) *Permissive Lefts*

Max { (SBT 1216 + SBR 195)/2 Glenoaks Blvd SB + NBL 8/1 Glenoaks Blvd NB = 714 } or { NBT 1223/2 Glenoaks Blvd NB = 612 }

Critical Volume = **714**
v/c = **0.494**

Pair 2 Scott Road *Permissive Lefts*

Max { SBT 135 + SBR 21 / 1 Scott Road (All SB Movements) = 156 } or { (NBT 189 + NBR* 0)/1 Scott Road (All NB Movements) = 189 }

*NBR is excluded due to channelization

Critical Volume = **189**
v/c = **0.131**

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { EBL 14 + EBT 4 + EBR 75 / 1 Peyton Ave (All EB Movements) = 93 } and { WBL 37 + WBT 15 + WBR 22 / 1 Eton Dr (All WB Movements) = 74 }

Split phase, sum critical volumes

Critical Volume = **167**
v/c = **0.116**

						Loss Time		ATSAC Credit		
V/C =	**0.578**	**+**	**0.131**	**+**	**0.116**	**+** **0.000**	**-**	**0**	**=**	**0.825**
LOS =		**D**								

						Loss Time		ATSAC Credit		
V/C =	0.496	+	0.131	+	0.116	+ 0.000	-	0	=	0.742
LOS =		C								

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	2	0	1! 0	0	0	2	1	0	0	0	1	1	1
Volume Module:												
Base Vol:	0	0	2	844	0	5	0	799	0	0	679	996
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	844	0	5	0	799	0	0	679	996
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	2	844	0	5	0	799	0	0	679	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	844	0	5	0	799	0	0	679	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	2	928	0	5	0	799	0	0	679	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.98	0.00	0.02	0.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	1454	4337	0	23	0	4361	0	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.18	0.00	0.00	0.23	0.00
Crit Volume:			2	311			0				340	
Crit Moves:			****	****			****				****	

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	197	1059	56	97	589	131	143	585	88	14	446	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1059	56	97	589	131	143	585	88	14	446	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1059	56	97	589	131	143	585	88	14	446	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1059	56	97	589	131	143	585	88	14	446	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	1059	56	97	589	131	143	585	88	14	446	126
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.87	0.13	1.00	0.78	0.22
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1330	200	1530	1193	337
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.04	0.06	0.19	0.09	0.09	0.44	0.44	0.01	0.37	0.37
Crit Volume:	530			97			143					572
Crit Moves:	****			****			****					****

Existing PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	453	1564	0	0	1283	93	31	0	384	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	1564	0	0	1283	93	31	0	384	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1564	0	0	1283	93	31	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1564	0	0	1283	93	31	0	384	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	453	1564	0	0	1283	93	31	0	422	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.80	0.20	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4066	295	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.36	0.00	0.00	0.32	0.32	0.02	0.00	0.15	0.00	0.00	0.00
Crit Volume:	453				459				211	0		
Crit Moves:	****				****				****			

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	1	1240	2	3	1283	0	0	0	0	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1240	2	3	1283	0	0	0	0	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1240	2	3	1283	0	0	0	0	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1240	2	3	1283	0	0	0	0	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1240	2	3	1283	0	0	0	0	2	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1530	3055	5	1530	4590	0	0	1530	0	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		621			3			0				3
Crit Moves:		****			****							****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 2	1	0	1	0 1	0	1 1	0
Volume Module:												
Base Vol:	19	1143	31	74	1165	12	11	0	27	26	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1143	31	74	1165	12	11	0	27	26	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1143	31	74	1165	12	11	0	27	26	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1143	31	74	1165	12	11	0	27	26	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1143	31	74	1165	12	11	0	27	26	0	64
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2830	77	1454	4316	44	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.05	0.27	0.27	0.01	0.00	0.02	0.02	0.00	0.04
Crit Volume:		587			74			11				64
Crit Moves:		****			****			****				****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	152	853	87	97	892	233	228	23	142	63	44	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	853	87	97	892	233	228	23	142	63	44	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	853	87	97	892	233	228	23	142	63	44	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	853	87	97	892	233	228	23	142	63	44	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	853	87	97	892	233	251	23	142	63	44	125
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.06	0.07	0.32	0.17	0.09	0.02	0.10	0.04	0.03	0.09
Crit Volume:	152				446		125					125
Crit Moves:	****				****		****					****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	90	787	21	30	1256	18	99	3	64	38	26	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	787	21	30	1256	18	99	3	64	38	26	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	787	21	30	1256	18	99	3	64	38	26	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	787	21	30	1256	18	99	3	64	38	26	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	787	21	30	1256	18	99	3	64	38	26	143
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.15	0.85
Final Sat.:	1454	2831	76	1454	4299	62	1454	65	1388	1454	224	1230
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.02	0.29	0.29	0.07	0.05	0.05	0.03	0.12	0.12
Crit Volume:	90					425	99				169	
Crit Moves:	****					****	****				****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	110	652	84	143	646	168	160	594	80	68	658	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	652	84	143	646	168	160	594	80	68	658	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	652	84	143	646	168	160	594	80	68	658	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	652	84	143	646	168	160	594	80	68	658	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	652	84	143	646	168	160	594	80	68	658	138
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.06	0.10	0.23	0.12	0.11	0.21	0.06	0.05	0.23	0.10
Crit Volume:		326			143			160			329	
Crit Moves:		****			****			****			****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	46	610	118	101	588	81	162	536	41	134	532	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	610	118	101	588	81	162	536	41	134	532	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	610	118	101	588	81	162	536	41	134	532	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	610	118	101	588	81	162	536	41	134	532	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	610	118	101	588	81	162	536	41	134	532	84
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2606	199	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.08	0.07	0.21	0.06	0.12	0.21	0.21	0.10	0.19	0.06
Crit Volume:		305			101			162			266	
Crit Moves:		****			****			****			****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	134	575	208	204	558	124	127	574	102	189	565	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	575	208	204	558	124	127	574	102	189	565	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	575	208	204	558	124	127	574	102	189	565	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	575	208	204	558	124	127	574	102	189	565	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	575	208	204	558	124	127	574	102	189	565	202
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.15	0.15	0.20	0.09	0.09	0.20	0.07	0.13	0.20	0.14
Crit Volume:		288		204				287		189		
Crit Moves:		****		****				****		****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	A

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	33	575	55	66	709	104	203	404	57	116	257	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	575	55	66	709	104	203	404	57	116	257	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	575	55	66	709	104	203	404	57	116	257	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	575	55	66	709	104	203	404	57	116	257	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	575	55	66	709	104	223	404	57	116	257	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.04	0.05	0.24	0.07	0.08	0.28	0.04	0.08	0.18	0.04
Crit Volume:	33			355			404			257		
Crit Moves:	****			****			****					

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	64	292	68	63	469	126	124	363	55	72	581	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	292	68	63	469	126	124	363	55	72	581	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	292	68	63	469	126	124	363	55	72	581	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	292	68	63	469	126	124	363	55	72	581	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	292	68	69	469	126	136	363	55	72	581	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.74	0.26	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2436	369	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.05	0.02	0.17	0.09	0.05	0.15	0.15	0.05	0.14	0.16
Crit Volume:	64				235		68					220
Crit Moves:	****				****		****					****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	34	279	3	41	274	288	73	124	30	10	140	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	279	3	41	274	288	73	124	30	10	140	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	279	3	41	274	288	73	124	30	10	140	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	279	3	41	274	288	73	124	30	10	140	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	279	3	41	274	288	73	124	30	10	140	87
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.23	0.77
Final Sat.:	1454	2876	31	1454	2907	1454	1454	2341	566	1454	1793	1114
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.03	0.09	0.20	0.05	0.05	0.05	0.01	0.08	0.08
Crit Volume:	34					288	73					114
Crit Moves:	****					****	****					****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	3	8	6	11	8	275	283	681	4	6	579	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	8	6	11	8	275	283	681	4	6	579	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	8	6	11	8	275	283	681	4	6	579	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	8	6	11	8	275	283	681	4	6	579	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	8	6	11	8	303	283	681	4	6	579	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.35	0.94	0.71	1.00	1.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	513	1368	1026	1454	1454	2907	1454	4335	25	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.10	0.19	0.16	0.16	0.00	0.20	0.02
Crit Volume:	3					151	283				290	
Crit Moves:	****					****	****				****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	350	0	0	398	0	298	0	288	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	350	0	0	398	0	298	0	288	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	0	0	398	0	298	0	288	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	0	0	398	0	298	0	288	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	350	0	0	398	0	298	0	317	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.97	xxxx	1.03	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	1381	0	1469	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.14	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	0				199				307		0	
Crit Moves:	****				****				****			

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	435	4	41	0	0	4	5	366	121	52	487	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	4	41	0	0	4	5	366	121	52	487	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	4	41	0	0	4	5	366	121	52	487	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	4	41	0	0	4	5	366	121	52	487	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	4	41	0	0	4	5	366	121	52	487	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.98	0.02	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2782	23	1403	0	0	1403	1403	2805	1403	1403	2805	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.00	0.00	0.00	0.00	0.13	0.09	0.04	0.17	0.00
Crit Volume:	241			0			183			52		
Crit Moves:	****			****			****			****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 0
Volume Module:												
Base Vol:	78	59	64	13	82	16	25	682	114	85	569	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	59	64	13	82	16	25	682	114	85	569	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	59	64	13	82	16	25	682	114	85	569	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	59	64	13	82	16	25	682	114	85	569	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	59	64	13	82	16	25	682	114	85	569	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.48	0.52	0.12	0.74	0.14	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	1444	693	751	169	1067	208	1444	2474	414	1444	2857	30
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.08	0.08	0.08	0.02	0.28	0.28	0.06	0.20	0.20
Crit Volume:	78			111					398	85		
Crit Moves:	****			****					****	****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	92	127	0	0	248	79	148	0	324	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	127	0	0	248	79	148	0	324	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	127	0	0	248	79	148	0	324	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	127	0	0	248	79	148	0	324	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	127	0	0	248	79	148	0	324	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.76	0.24	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1081	344	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.00	0.00	0.23	0.23	0.10	0.00	0.23	0.00	0.00	0.00
Crit Volume:	92				327				324		0	
Crit Moves:	****				****				****			

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	140	0	441	98	385	0	0	169	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	0	441	98	385	0	0	169	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	441	98	385	0	0	169	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	441	98	385	0	0	169	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	140	0	441	98	385	0	0	169	108
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.20	0.80	0.00	0.00	0.61	0.39
Final Sat.:	0	0	0	1425	0	1425	289	1136	0	0	869	556
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.31	0.34	0.34	0.00	0.00	0.19	0.19
Crit Volume:	0					441		483			277	
Crit Moves:						****		****			****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	B

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	372	0	227	0	0	0	0	218	86	87	532	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	0	227	0	0	0	0	218	86	87	532	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	0	227	0	0	0	0	218	86	87	532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	0	227	0	0	0	0	218	86	87	532	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	0	227	0	0	0	0	218	86	87	532	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.06	1.06	1.06	1.06	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.72	0.28	1.00	1.00	0.00
Final Sat.:	1391	0	1391	0	0	0	0	1087	429	1516	1516	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.16	0.00	0.00	0.00	0.00	0.20	0.20	0.06	0.35	0.00
Crit Volume:	372				0			304			532	
Crit Moves:	****										****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.278
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	102	542	20	9	167	29	66	29	56	5	43	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	542	20	9	167	29	66	29	56	5	43	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	542	20	9	167	29	66	29	56	5	43	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	542	20	9	167	29	66	29	56	5	43	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	542	20	9	167	29	66	29	56	5	43	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.93	0.07	1.00	1.70	0.30	1.00	0.34	0.66	1.00	0.61	0.39
Final Sat.:	1530	2951	109	1530	2607	453	1530	522	1008	1530	940	590
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.06	0.06	0.04	0.06	0.06	0.00	0.05	0.05
Crit Volume:	281			9			66			70		
Crit Moves:	****			****			****			****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	87	401	500	48	179	14	48	160	122	455	226	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	401	500	48	179	14	48	160	122	455	226	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	401	500	48	179	14	48	160	122	455	226	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	401	500	48	179	14	48	160	122	455	226	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	96	401	500	53	179	14	53	160	122	501	226	195
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.85	0.15	2.00	2.00	1.00	2.00	1.07	0.93
Final Sat.:	2805	2805	1403	2805	2602	203	2805	2805	1403	2805	1506	1299
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.36	0.02	0.07	0.07	0.02	0.06	0.09	0.18	0.15	0.15
Crit Volume:			500	26					122	0		
Crit Moves:			****	****					****	****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	175	594	87	249	528	96	140	569	110	133	570	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	594	87	249	528	96	140	569	110	133	570	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	594	87	249	528	96	140	569	110	133	570	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	594	87	249	528	96	140	569	110	133	570	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	594	87	249	528	96	140	569	110	133	570	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.06	0.18	0.19	0.07	0.10	0.20	0.08	0.09	0.20	0.15
Crit Volume:		297			249			140			285	
Crit Moves:		****			****			****			****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	161	684	103	90	604	116	134	544	108	164	474	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	684	103	90	604	116	134	544	108	164	474	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	684	103	90	604	116	134	544	108	164	474	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	684	103	90	604	116	134	544	108	164	474	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	684	103	90	604	116	134	544	108	164	474	93
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.07	0.06	0.22	0.08	0.10	0.19	0.08	0.12	0.17	0.07
Crit Volume:	161				302			272		164		
Crit Moves:	****				****			****		****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	141	620	164	164	526	139	133	632	126	123	694	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	620	164	164	526	139	133	632	126	123	694	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	620	164	164	526	139	133	632	126	123	694	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	620	164	164	526	139	133	632	126	123	694	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	620	164	164	526	139	133	632	126	123	694	121
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.12	0.12	0.19	0.10	0.09	0.23	0.09	0.09	0.25	0.09
Crit Volume:	310			164			133			347		
Crit Moves:	****			****			****			****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	566	190	78	528	191	184	534	55	85	492	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	566	190	78	528	191	184	534	55	85	492	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	566	190	78	528	191	184	534	55	85	492	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	566	190	78	528	191	184	534	55	85	492	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	566	190	78	528	191	184	534	55	85	492	51
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.81	0.19
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2543	262	1403	2542	263
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.14	0.06	0.19	0.14	0.13	0.21	0.21	0.06	0.19	0.19
Crit Volume:	283			78			184			272		
Crit Moves:	****			****			****			****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	34	448	81	153	463	42	217	535	66	127	285	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	448	81	153	463	42	217	535	66	127	285	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	448	81	153	463	42	217	535	66	127	285	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	448	81	153	463	42	217	535	66	127	285	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	34	448	81	153	463	42	239	535	66	140	285	143
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.11	0.17	0.03	0.09	0.19	0.05	0.05	0.10	0.10
Crit Volume:	224			153			267			70		
Crit Moves:	****			****			****			****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	57	453	125	41	295	331	66	260	2	32	300	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	453	125	41	295	331	66	260	2	32	300	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	453	125	41	295	331	66	260	2	32	300	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	453	125	41	295	331	66	260	2	32	300	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	453	125	41	295	364	66	260	2	32	300	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.34	1.66	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1375	2155	595	1375	1846	2279	1375	2729	21	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.03	0.16	0.16	0.05	0.10	0.10	0.02	0.11	0.05
Crit Volume:			289			220	66				150	
Crit Moves:			****			****	****				****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.305
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	60	0	6	0	0	0	0	301	66	274	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	0	6	0	0	0	0	301	66	274	637	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	6	0	0	0	0	301	66	274	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	6	0	0	0	0	301	66	274	637	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	6	0	0	0	0	301	66	274	637	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.04	0.18	0.21	0.00
Crit Volume:	33				0			151		274		
Crit Moves:	****							****		****		

Existing Midday

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name:	N Hollywood Way NB						San Fernando Rd WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	1	0 0	0 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1176	51	0	0	0	0	0	0	0	0	380
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Existing Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.6]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	2 1	0	0 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	1148	94	0	0	128	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1148	94	0	0	128	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1148	0	0	0	128	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	1148	0	0	0	128	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	383	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	669	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	669	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	31	0	62	0	0	0	0	288	101	40	661	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	62	0	0	0	0	288	101	40	661	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	62	0	0	0	0	288	101	40	661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	62	0	0	0	0	288	101	40	661	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	0	62	0	0	0	0	288	101	40	661	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.22	0.78	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3332	1168	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.09	0.09	0.03	0.22	0.00
Crit Volume:			62	0			0				331	
Crit Moves:			****				****				****	

Existing Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.6]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	21	647	0	0	375	2	1	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	647	0	0	375	2	1	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	647	0	0	375	2	1	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	647	0	0	375	2	1	0	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	377	xxxx	xxxxx	xxxx	xxxx	xxxxx	742	1065	189	xxxx	xxxx	xxxxx
Potent Cap.:	1193	xxxx	xxxxx	xxxx	xxxx	xxxxx	356	224	828	xxxx	xxxx	xxxxx
Move Cap.:	1193	xxxx	xxxxx	xxxx	xxxx	xxxxx	351	220	828	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	465	331	xxxxx	330	328	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	797	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Existing Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[8.6]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1!	0	0	0 1 0	0	0
Volume Module:												
Base Vol:	5	0	17	0	0	0	1	20	1	4	29	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	5	0	17	0	0	0	1	20	1	4	29	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	5	0	17	0	0	0	1	20	1	4	29	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	17	0	0	0	1	20	1	4	29	0
Critical Gap Module:												
Critical Gp:	6.4 6.5		6.2	xxxxx xxxx		xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5 4.0		3.3	xxxxx xxxx		xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	60	60	21	xxxx	xxxx	xxxxx	29	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	952	835	1063	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	950	833	1063	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.01 0.00		0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 1035	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx 0.1	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx 8.6	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Existing Midday

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	0	Average Delay (sec/veh):	36.2
Optimal Cycle:	0	Level Of Service:	E

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	376	227	114	85	0	0	0	0	407	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	376	227	114	85	0	0	0	0	407	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	376	227	114	85	0	0	0	0	407	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	227	114	85	0	0	0	0	407	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	376	227	114	85	0	0	0	0	407	0	51
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.62	0.38	1.00	1.00	0.00	0.00	0.00	0.00	1.78	0.00	0.22
Final Sat.:	0	377	228	487	522	0	0	0	0	1361	-484	108
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.00	1.00	0.23	0.16	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.47
Crit Moves:		****		****								****
Delay/Veh:	0.0	59.7	59.7	12.1	10.8	0.0	0.0	0.0	0.0	16.2	16.5	16.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	59.7	59.7	12.1	10.8	0.0	0.0	0.0	0.0	16.2	16.5	16.5
LOS by Move:	*	F	F	B	B	*	*	*	*	C	C	C
ApproachDel:		59.7			11.5			xxxxxx			16.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		59.7			11.5			xxxxxx			16.1	
LOS by Appr:		F			B			*			C	
AllWayAvgQ:	8.5	8.5	8.5	0.3	0.2	0.0	0.0	0.0	0.0	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Existing Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.1]

Street Name:	N San Fernando Blvd								Winova							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	0	1 0	0	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	18	869		0 0	284			17	25			0 48				0 0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00			1.00 1.00	1.00			1.00 1.00
Initial Bse:	18	869		0 0	284			17	25			0 48				0 0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00			1.00 1.00	1.00			1.00 1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00			1.00 1.00	1.00			1.00 1.00
PHF Volume:	18	869		0 0	284			17	25			0 48				0 0
Reduct Vol:	0	0		0 0	0			0	0			0 0				0 0
FinalVolume:	18	869		0 0	284			17	25			0 48				0 0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5			6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0			3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	301	xxxx	xxxxx	xxxx	xxxx	xxxxx		763	1198			293	xxxx	xxxx	xxxxx	
Potent Cap.:	1272	xxxx	xxxxx	xxxx	xxxx	xxxxx		375	187			752	xxxx	xxxx	xxxxx	
Move Cap.:	1272	xxxx	xxxxx	xxxx	xxxx	xxxxx		371	185			752	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx		0.07	0.00			0.06	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx			0.1	xxxx	xxxx	xxxxx	
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx			9.9	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		*	*		*	*	*			A	*	*		*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	494	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	13.1	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*		*	*	B		*		*	*		*
ApproachDel:	xxxxxx				xxxxxx				12.1				xxxxxx			
ApproachLOS:	*				*				B				*			

Note: Queue reported is the number of cars per lane.

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.057
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	14	10	3	3	13	13	9	47	24	2	47	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	10	3	3	13	13	9	47	24	2	47	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	10	3	3	13	13	9	47	24	2	47	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	10	3	3	13	13	9	47	24	2	47	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	10	3	3	13	13	9	47	24	2	47	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.37	0.11	0.10	0.45	0.45	0.22	1.18	0.60	0.08	1.88	0.04
Final Sat.:	778	556	167	155	672	672	338	1763	900	120	2820	60
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.02	0.02	0.02
Crit Volume:	14				29				40	2		
Crit Moves:	****				****				****	****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.165
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	19	7	8	9	19	24	6	151	21	5	152	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	7	8	9	19	24	6	151	21	5	152	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	7	8	9	19	24	6	151	21	5	152	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	7	8	9	19	24	6	151	21	5	152	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	7	8	9	19	24	6	151	21	5	152	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.21	0.23	0.17	0.37	0.46	1.00	0.88	0.12	1.00	0.90	0.10
Final Sat.:	838	309	353	260	548	692	1500	1317	183	1500	1349	151
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.00	0.11	0.11	0.00	0.11	0.11
Crit Volume:	19				52				172	5		
Crit Moves:	****				****				****	****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.138
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	0	0	0	19	0	24	12	267	0	1	302	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	24	12	267	0	1	302	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	19	0	24	12	267	0	1	302	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	24	12	267	0	1	302	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	24	12	267	0	1	302	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.88	0.12
Final Sat.:	0	1425	0	1425	0	1425	1425	2850	0	1425	2681	169
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.09	0.00	0.00	0.11	0.11
Crit Volume:	0					24	12				161	
Crit Moves:						****	****				****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.224
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1! 0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	47	0	10	98	220	0	0	229	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	47	0	10	98	220	0	0	229	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	47	0	10	98	220	0	0	229	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	10	98	220	0	0	229	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	47	0	10	98	220	0	0	229	98
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.82	0.00	0.18	1.00	2.00	0.00	0.00	1.40	0.60
Final Sat.:	0	0	0	1175	0	250	1425	2850	0	0	1996	854
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.07	0.08	0.00	0.00	0.11	0.11
Crit Volume:	0					57	98					164
Crit Moves:						****	****					****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.205
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	50	0	173	0	269	0	0	225	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	173	0	269	0	0	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	173	0	269	0	0	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	173	0	269	0	0	225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	173	0	269	0	0	225	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.12	0.00	0.09	0.00	0.00	0.08	0.00
Crit Volume:	0					173		135		0		
Crit Moves:						****		****		****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	1	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	341	476	243	876	394	137	124	1005	244	300	1137	844
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	476	243	876	394	137	124	1005	244	300	1137	844
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	476	243	876	394	137	124	1005	244	300	1137	844
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	476	243	876	394	137	124	1005	244	300	1137	844
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	375	476	243	964	394	137	136	1005	244	330	1137	844
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.84	1.16	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3982	1628	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.17	0.17	0.24	0.24	0.10	0.05	0.24	0.17	0.12	0.27	0.60
Crit Volume:		238			0			68				844
Crit Moves:		****			****			****				****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	Level Of Service:	D

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	158	0	73	430	23	379	0	1832	302	24	1731	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	158	0	73	430	23	379	0	1832	302	24	1731	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	158	0	73	430	23	379	0	1832	302	24	1731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	0	73	430	23	379	0	1832	302	24	1731	0
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.10 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	158	0	73	473	23	379	0	1832	302	24	1731	0
Saturation Flow Module:												
Sat/Lane:	1425 1425		1425	1425 1425		1425	1425 1425		1425	1425 1425		1425
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 0.00		1.00	1.91 0.09		1.00	0.00 2.58		0.42	1.00 3.00		0.00
Final Sat.:	1425	0	1425	2718	132	1425	0	3670	605	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.11 0.00		0.05	0.17 0.17		0.27	0.00 0.50		0.50	0.02 0.40		0.00
Crit Volume:	158					379		711		24		
Crit Moves:	****					****		****		****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 2	0 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	426	0	0	618	0	1552	0	0	1504	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	426	0	0	618	0	1552	0	0	1504	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	426	0	0	0	0	1552	0	0	1504	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	426	0	0	0	0	1552	0	0	1504	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	469	0	0	0	0	1552	0	0	1504	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.50	0.00
Crit Volume:			234	0			0				752	
Crit Moves:			****				****				****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.246
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1! 0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	99	1	54	68	173	1	0	355	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	1	54	68	173	1	0	355	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	99	1	54	68	173	1	0	355	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	1	54	68	173	1	0	355	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	1	54	68	173	1	0	355	47
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.33	0.01	0.66	1.00	0.99	0.01	0.00	1.77	0.23
Final Sat.:	0	0	0	1894	17	939	1425	1417	8	0	2517	333
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.05	0.12	0.12	0.00	0.14	0.14
Crit Volume:	0			82			68			201		
Crit Moves:				****			****			****		

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1! 0	1	0	2	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	369	232	512	0	0	345	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	369	232	512	0	0	345	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	369	232	512	0	0	345	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	369	232	512	0	0	345	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	406	232	512	0	0	345	11
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.02	1.02	1.02	1.02	0.98
Lanes:	0.00	0.00	0.00	0.09	0.00	1.91	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	131	0	2657	1394	2912	0	0	2822	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.17	0.18	0.00	0.00	0.12	0.13
Crit Volume:	0					213	232					178
Crit Moves:						****	****					****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

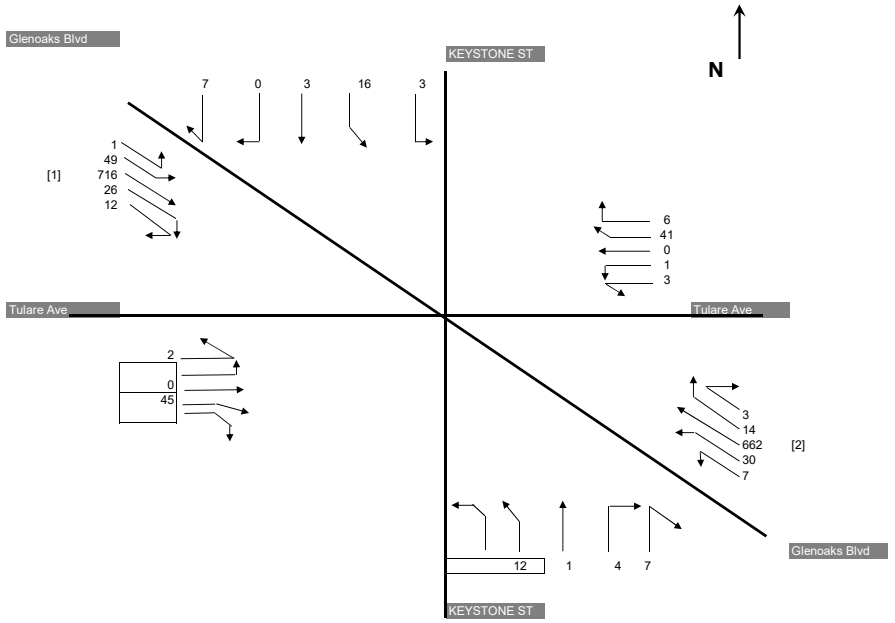
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	C

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	179	598	32	12	1248	79	26	12	324	5	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	598	32	12	1248	79	26	12	324	5	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	598	32	12	1248	79	26	12	324	5	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	598	32	12	1248	79	26	12	324	5	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	598	32	12	1248	79	26	12	324	5	1	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	0.04	0.96	1.00	0.50	0.50
Final Sat.:	1444	2741	147	1444	2888	1444	1444	52	1392	1444	722	722
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.22	0.01	0.43	0.05	0.02	0.23	0.23	0.00	0.00	0.00
Crit Volume:	179			624			336			5		
Crit Moves:	****			****			****			****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Existing Conditions - Weekend Midday Peak Hour



[1] 716 is the maxiumum SB-TH volume along Glenoaks
[2] 662 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd

Max { (SBT 716 + SBR 38)/2 [Glenoaks Blvd SBT and SBR] + NBL 37/1 [Glenoaks Blvd NBL] = 414 } or { NBT/R 662 + 17)/2 [Glenoaks Blvd NBT and NBR] + SBL 50/1 [Glenoaks Blvd SBL] = 390 }

Critical Volume = 414 per lane
v/c = 0.287

pair 2 Keystone S

Max { (SBL 19 + SBT 3 + SBR 7)/1 [Keystone SBL, SBT, and SBR] + NBL 12/1 [Keystone NBL] = 41 } or { (NBL 12 + NBT 1 + NBR 11)/1 [Keystone NBL, NBT, and NBR] + SBL 19/1 [Keystone SBL] = 43 }

Critical Volume = 43 per lane
v/c = 0.030

pair 3 Tulare Ave

Max { (EBL 2 + EBT 0 + EBR 45)/1 [Tulare Ave EBL, EBT, and EBR] + WBL 4/1 [Tulare Ave WBL] = 51 } or { (WBL 4 + WBT 0 + WBR 47)/1 [Tulare Ave WBL, WBT, and WBR] + EBL 2/1 [Tulare Ave EBL] = 53 }

Critical Volume = 53 per lane
v/c = 0.037

						Loss Time		ATSAC Credit		
V/C =	**0.287**	**+**	**0.030**	**+**	**0.037**	**+**	**0.000**	**-**	**0**	**=**	**0.353**

LOS = A

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

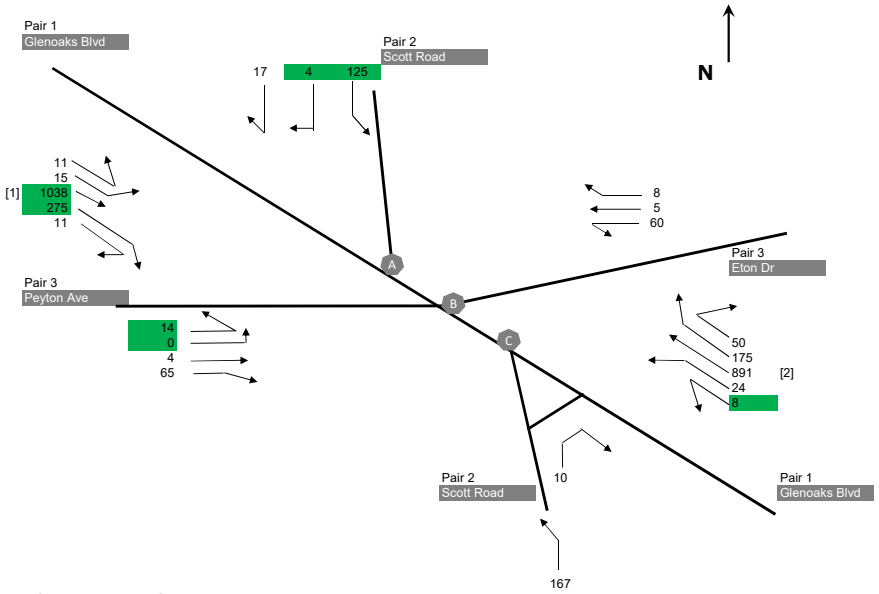
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	75	690	17	16	642	5	5	13	314	17	23	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	690	17	16	642	5	5	13	314	17	23	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	690	17	16	642	5	5	13	314	17	23	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	690	17	16	642	5	5	13	314	17	23	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	690	17	16	642	5	5	13	314	17	23	27
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.95	0.05	1.00	1.98	0.02	0.28	0.72	1.00	0.25	0.34	0.41
Final Sat.:	1496	2921	72	1496	2969	23	416	1081	1496	380	514	603
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.01	0.22	0.22	0.01	0.01	0.21	0.04	0.04	0.04
Crit Volume:	0			324					314	17		
Crit Moves:	****			****					****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Existing Conditions - Weekend Midday Peak Hour



[1] 1038 is the maxiumum SB-TH volume along Glenoaks
- A SB-TH at Scott Road (SB approach): 942
- B SB-TH at Peyton Ave & Eton Dr: 1038
- C SB-TH at Scott Road (NB approach): 892

[2] 891 is the maxiumum NB-TH volume along Glenoaks
- A NB-TH at Scott Road (SB approach): 738
- B NB-TH at Peyton Ave & Eton Dr: 891
- C NB-TH at Scott Road (NB approach): 797

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { SBT 1038 + SBR 286 / 2 (Glenoaks Blvd SB) + NBL 32 / 1 (Glenoaks Blvd NB) = 694 } or { NBT 891 + NBR 225 / 2 (Glenoaks Blvd NB) + SBL 26 / 1 (Glenoaks Blvd SB) = 584 }

Critical Volume = 694
v/c = 0.481

Pair 2 Scott Road *Permissive Lefts*

Max { SBT 125 + SBR 21 / 1 (Scott Road (All SB Movements)) = 146 } or { NBT 167 + NBR* 0 / 1 (Scott Road (All NB Movements)) = 167 }

*NBR is excluded due to channelization

Critical Volume = 167
v/c = 0.116

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { EBL 14 + EBT 4 + EBR 65 / 1 (Peyton Ave (All EB Movements)) = 83 } and { WBL 60 + WBT 5 + WBR 8 / 1 (Eton Dr (All WB Movements)) = 73 }

Split phase, sum critical volumes

Critical Volume = 156
v/c = 0.108

							Loss Time		ATSAC Credit			
V/C =	**0.481**	**+**	**0.116**	**+**	**0.108**	**+**	**0.000**	**-**	**0**	**=**	**0.704**	
LOS =		**C**										

							Loss Time		ATSAC Credit			
V/C =	0.410	+	0.116	+	0.108	+	0.000	-	0	=	0.633	
LOS =		B										

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	2	0	1! 0	0	0	2	1	0	0	0	1	1	1
Volume Module:												
Base Vol:	0	0	0	754	0	10	0	611	0	0	678	798
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	754	0	10	0	611	0	0	678	798
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	754	0	10	0	611	0	0	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	754	0	10	0	611	0	0	678	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	829	0	10	0	611	0	0	678	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.96	0.01	0.03	0.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	1454	4309	0	52	0	4361	0	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.14	0.00	0.00	0.23	0.00
Crit Volume:			0			280			0			339
Crit Moves:				****			****				****	

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	80	694	48	76	652	93	131	246	76	44	238	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	694	48	76	652	93	131	246	76	44	238	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	694	48	76	652	93	131	246	76	44	238	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	694	48	76	652	93	131	246	76	44	238	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	694	48	76	652	93	131	246	76	44	238	92
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	1.00	0.72	0.28
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1169	361	1530	1103	427
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.03	0.05	0.21	0.06	0.09	0.21	0.21	0.03	0.22	0.22
Crit Volume:		347			76			131				330
Crit Moves:		****			****			****				****

Existing Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2	1 0	1 0	0	0 2	0 0	0	0 0
Volume Module:												
Base Vol:	214	1005	0	0	836	30	20	0	282	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1005	0	0	836	30	20	0	282	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1005	0	0	836	30	20	0	282	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1005	0	0	836	30	20	0	282	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	214	1005	0	0	836	30	20	0	310	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.90	0.10	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4209	151	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.20	0.20	0.01	0.00	0.11	0.00	0.00	0.00
Crit Volume:	214					289			155	0		
Crit Moves:	****					****			****			

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
1	North-South Street:	Hollywood Way	East-West Street:	I-5 NB Ramps
	Scenario:	Existing		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	379	1	**250**		791	1	**458**	
	Left-Through		1				1		
	Through	372	1	250		585	1	458	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	748	2	**374**		276	2	138	
	Through-Right		0				0		
	Right	145	1	144		153	1	**152**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	367	1	**217**		186	1	**183**	
	Left-Through		0				0		
	Through	0	0	0		1	0	0	
	Through-Right		0				0		
	Right	66	0	217		181	0	183	
	Left-Through-Right		0				0		
	Left-Right		1				1		
CRITICAL VOLUMES			*North-South:*	624			*North-South:*	610	
			East-West:	217			*East-West:*	183	
			SUM:	841			*SUM:*	793	
VOLUME/CAPACITY *(V/C)* RATIO:				0.590				0.556	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.490**				**0.456**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St
	Scenario:	Existing		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	**31**	16	0	16
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	0	633	1	**184**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	513	1	**513**	281	1	**281**
	Left-Through		0			0	
	Through	1197	2	599	653	2	326
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	348	1	**181**	734	1	**378**
	Through-Right		1			1	
	Right	13	0	13	22	0	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	184
			East-West:	694		*East-West:*	659
			SUM:	725		*SUM:*	843
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.592
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.409**			**0.492**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St
	Scenario:	Existing		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	109	1	108
	Left-Through		0			0	
	Through	646	2	323	1017	2	**508**
	Through-Right		0			0	
	Right	153	1	121	100	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	354	1	354	235	1	**235**
	Left-Through		0			0	
	Through	1160	2	**580**	841	2	421
	Through-Right		0			0	
	Right	116	1	60	153	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	112	91	1	**91**
	Left-Through		0			0	
	Through	1154	2	**577**	695	2	348
	Through-Right		0			0	
	Right	148	1	98	121	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	**65**	138	1	138
	Left-Through		0			0	
	Through	496	1	334	913	1	**626**
	Through-Right		1			1	
	Right	172	0	172	339	0	339
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	743
			East-West:	642		*East-West:*	717
			SUM:	1322		*SUM:*	1460
VOLUME/CAPACITY *(V/C)* RATIO:				0.928			1.025
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.828**			**0.925**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
49	North-South Street:	Vineland Ave	East-West Street:	Victory Blvd
	Scenario:	Existing		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB--	0	SB--	0
	EB--	0	WB--		0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	132	1	132
	Left-Through		0			0	
	Through	610	2	305	865	2	**433**
	Through-Right		0			0	
	Right	117	1	64	146	1	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	225	1	225	162	1	**162**
	Left-Through		0			0	
	Through	1099	2	**549**	773	2	386
	Through-Right		0			0	
	Right	80	1	25	115	1	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	112	1	**112**
	Left-Through		0			0	
	Through	1092	2	**412**	789	2	294
	Through-Right		1			1	
	Right	145	0	144	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	**104**	162	1	162
	Left-Through		0			0	
	Through	544	2	229	1065	2	**434**
	Through-Right		1			1	
	Right	145	0	144	238	0	238
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	628		*North-South:*	595
			East-West:	516		*East-West:*	546
			SUM:	1144		*SUM:*	1141
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.661**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
50	North-South Street:	Glenoaks Blvd	East-West Street:	Cohasset St
	Scenario:	Existing		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	143	1	142
	Left-Through		0			0	
	Through	608	1	324	1110	1	**578**
	Through-Right		1			1	
	Right	40	0	40	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	19	1	**18**
	Left-Through		0			0	
	Through	1178	2	**589**	711	2	356
	Through-Right		0			0	
	Right	75	1	51	47	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	24	89	1	88
	Left-Through		0			0	
	Through	20	0	**361**	10	0	**370**
	Through-Right		1			1	
	Right	341	0	0	361	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	**6**	50	1	**50**
	Left-Through		0			0	
	Through	2	0	6	25	0	57
	Through-Right		1			1	
	Right	4	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	769		*North-South:*	596
			East-West:	367		*East-West:*	420
			SUM:	1136		*SUM:*	1016
VOLUME/CAPACITY *(V/C)* RATIO:				0.826			0.739
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.726**			**0.639**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
56	*Northwest-Southeast:*	San Fernando Rd	*East-North:*	Strathern St EB/Clybourn Av
	Scenario:	Existing		
	Count Date:	January 2018	**Analyst:** <Fehr & Peers>	**Date:** 2018

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	2	*NB--* 0	*SB--*	2
		EB-- 2	*WB--*	0	*EB--* 2	*WB--*	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHWESTBOUND	Left	245	1	**245**	398	1	**398**
	Left-Through		0			0	
	Through	124	2	62	361	2	181
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHEASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	679	1	**416**	166	1	**145**
	Through-Right		1			1	
	Right	152	0	152	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	320	0	**360**	113	0	**139**
	Through-Right		0			0	
	Right	32	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
NORTHBOUND	Left	25	1	25	30	1	30
	Left-Through		0			0	
	Through	50	1	50	153	1	153
	Through-Right		1			1	
	Right	423	0	**423**	334	0	**334**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*Northwest-Southeast:*	661		*Northwest-Southeast:*	543
			East-North:	783		*East-North:*	473
			SUM:	1444		*SUM:*	1016
	VOLUME/CAPACITY *(V/C)* RATIO:			1.050			0.739
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.950**			**0.639**
	LEVEL OF SERVICE (LOS):			**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
57	North-South Street:	San Fernando Rd	East-West Street:	Sunland Bl		
	Scenario:	Existing				
	Count Date:	January 2018	Analyst:	<Fehr & Peers>	Date:	2018

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	27	45	1	**45**
	Left-Through		0			0	
	Through	806	1	**419**	871	1	443
	Through-Right		1			1	
	Right	32	0	32	14	0	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	294	1	**294**	145	1	145
	Left-Through		0			0	
	Through	931	1	492	1074	1	**578**
	Through-Right		1			1	
	Right	52	0	52	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	112	105	1	**105**
	Left-Through		0			0	
	Through	487	1	**300**	164	1	149
	Through-Right		1			1	
	Right	113	0	113	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	**23**	40	1	40
	Left-Through		0			0	
	Through	96	1	83	289	1	**236**
	Through-Right		1			1	
	Right	69	0	69	182	0	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	713		North-South:	623
			East-West:	323		East-West:	341
			SUM:	1036		SUM:	964
	VOLUME/CAPACITY (V/C) RATIO:			0.753			0.701
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.653**			**0.601**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
58	North-South Street:	Vineland Av	East-West Street:	Strathern St
	Scenario:	Existing		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	**106**	130	1	**130**
	Left-Through		0			0	
	Through	769	2	385	918	2	459
	Through-Right		0			0	
	Right	61	1	10	53	1	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	67	55	1	55
	Left-Through		0			0	
	Through	898	2	**449**	998	2	**499**
	Through-Right		0			0	
	Right	107	1	22	203	1	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	154	1	**154**
	Left-Through		0			0	
	Through	333	1	**333**	137	1	137
	Through-Right		0			0	
	Right	151	1	98	127	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	**103**	55	1	55
	Left-Through		0			0	
	Through	172	1	172	206	1	**206**
	Through-Right		0			0	
	Right	64	1	31	48	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	629
			East-West:	436		*East-West:*	360
			SUM:	991		*SUM:*	989
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.659
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.561**			**0.559**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
59	North-South Street:	Tujunga Av	East-West Street:	Vanowen St
	Scenario:	Existing		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	82	1		82	100	1		100
	Left-Through		0				0		
	Through	377	1		**227**	566	1		**311**
	Through-Right		1				1		
	Right	77	0		77	56	0		56
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	191	1		**191**	138	1		**138**
	Left-Through		0				0		
	Through	591	2		296	392	2		196
	Through-Right		0				0		
	Right	122	1		73	136	1		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	99	1		99	112	1		**112**
	Left-Through		0				0		
	Through	1182	1		**645**	791	1		449
	Through-Right		1				1		
	Right	108	0		108	106	0		106
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	39	1		**39**	111	1		111
	Left-Through		0				0		
	Through	585	1		349	984	1		**582**
	Through-Right		1				1		
	Right	112	0		112	179	0		179
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	418			North-South:	449
				East-West:	684			East-West:	694
				SUM:	1102			SUM:	1143
VOLUME/CAPACITY (V/C) RATIO:					0.735				0.762
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.635**				**0.662**
LEVEL OF SERVICE (LOS):					**B**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
61	North-South Street:	Barham Bl	East-West Street:	Lakeside Plaza/Forest Lawn Dr
	Scenario:	Existing		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 0	WB--		1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	19	1	19
	Left-Through		0			0	
	Through	1726	2	**863**	1349	2	**675**
	Through-Right		0			0	
	Right	760	1	483	957	1	598
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	291	1	**291**	218	1	**218**
	Left-Through		0			0	
	Through	1297	2	649	1359	2	680
	Through-Right		0			0	
	Right	190	1	171	64	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	39	1	**39**	89	1	89
	Left-Through		0			0	
	Through	25	1	16	179	1	**90**
	Through-Right		1			1	
	Right	22	1	0	47	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	503	1	**277**	652	1	**359**
	Left-Through		1			1	
	Through	141	1	141	20	1	20
	Through-Right		0			0	
	Right	162	1	0	326	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1154		North-South:	893
			East-West:	316		East-West:	449
			SUM:	1470		SUM:	1342
VOLUME/CAPACITY (V/C) RATIO:				1.032			0.942
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.932**			**0.842**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: Avion
North-South Street: Hollywood Way **East-West Street:** I-5 NB Ramps
Scenario: Existing
Count Date: 2017 **Analyst:** <Fehr & Peers> **Date:** 2017

					MD
No. of Phases					3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	0	*SB--*		0
	EB--	0	*WB--*		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	651	1	**368**
	Left-Through		1	
	Through	452	1	368
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	321	2	**161**
	Through-Right		0	
	Right	99	1	99
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	260	1	**180**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	99	0	180
	Left-Through-Right		0	
	Left-Right		1	
CRITICAL VOLUMES			*North-South:*	529
			East-West:	180
			SUM:	709
VOLUME/CAPACITY *(V/C)* RATIO:				0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.398**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St	
	Scenario:	Existing			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				MD
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	20	0	20
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	369	1	**79**
	Left-Through-Right		0	
	Left-Right		1	
EASTBOUND	Left	232	1	**232**
	Left-Through		0	
	Through	512	2	256
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	345	1	**178**
	Through-Right		1	
	Right	11	0	11
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	79
			East-West:	410
			SUM:	489
VOLUME/CAPACITY *(V/C)* RATIO:				0.343
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.243**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St	
	Scenario:	Existing			
	Count Date:	2017	Analyst: <Fehr & Peers>	Date:	2017

				MD
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	101
	Left-Through		0	
	Through	703	2	**352**
	Through-Right		0	
	Right	115	1	62
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	191	1	**191**
	Left-Through		0	
	Through	663	2	332
	Through-Right		0	
	Right	149	1	86
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	127	1	**127**
	Left-Through		0	
	Through	540	2	270
	Through-Right		0	
	Right	122	1	72
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	107	1	107
	Left-Through		0	
	Through	496	1	**343**
	Through-Right		1	
	Right	190	0	190
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	543
			East-West:	470
			SUM:	1013
VOLUME/CAPACITY *(V/C)* RATIO:				0.711
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**
LEVEL OF SERVICE (LOS):				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
49	North-South Street:	Vineland Ave	East-West Street:	Victory Blvd	
	Scenario:	Existing			
	Count Date:	2017	Analyst: <Fehr & Peers>	Date:	2017

				MD
No. of Phases				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113
	Left-Through		0	
	Through	627	2	**314**
	Through-Right		0	
	Right	123	1	69
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	167	1	**167**
	Left-Through		0	
	Through	595	2	298
	Through-Right		0	
	Right	151	1	87
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	129	1	**129**
	Left-Through		0	
	Through	583	2	226
	Through-Right		1	
	Right	95	0	95
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	109	1	109
	Left-Through		0	
	Through	757	2	**315**
	Through-Right		1	
	Right	188	0	188
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	481
			East-West:	444
			SUM:	925
VOLUME/CAPACITY *(V/C)* RATIO:				0.617
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.517**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
50	North-South Street:	Glenoaks Blvd	East-West Street:	Cohasset St	
	Scenario:	Existing			
	Count Date:	2017	Analyst: <Fehr & Peers>	Date:	2017

			MD		
No. of Phases					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		3
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	1	**179**
	Left-Through		0	
	Through	598	1	315
	Through-Right		1	
	Right	32	0	32
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	12	1	12
	Left-Through		0	
	Through	1248	2	**624**
	Through-Right		0	
	Right	79	1	53
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	26	1	26
	Left-Through		0	
	Through	12	0	**336**
	Through-Right		1	
	Right	324	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	5	1	**5**
	Left-Through		0	
	Through	1	0	2
	Through-Right		1	
	Right	1	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	803
			East-West:	341
			SUM:	1144
VOLUME/CAPACITY *(V/C)* RATIO:				0.832
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.732**
LEVEL OF SERVICE (LOS):				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
56	Northwest-Southeast:	San Fernando Rd	East-North:	Strathern St EB/Clybourn Av
	Scenario:	Existing		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

		Weekend			
No. of Phases					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		2
	EB--	2	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHWESTBOU	Left	227	1	**227**
	Left-Through		0	
	Through	177	2	89
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHEASTBOU	Left	0	0	0
	Left-Through		0	
	Through	117	1	**99**
	Through-Right		1	
	Right	81	0	81
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	7	0	7
	Left-Through		0	
	Through	87	0	**106**
	Through-Right		0	
	Right	12	0	0
	Left-Through-Right		1	
	Left-Right		0	
NORTHBOUND	Left	15	1	15
	Left-Through		0	
	Through	57	1	57
	Through-Right		1	
	Right	217	0	**217**
	Left-Through-Right		0	
	Left-Right		0	

CRITICAL VOLUMES	Northwest-Southeast:	326
	East-North:	323
	SUM:	649
VOLUME/CAPACITY (V/C) RATIO:		0.472
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.372**
LEVEL OF SERVICE (LOS):		**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
57	North-South Street:	San Fernando Rd	East-West Street:	Sunland Bl
	Scenario:	Existing		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

				Weekend			
No. of Phases							4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							0
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB--	0	SB--		0
			EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?							2
Override Capacity							0
	MOVEMENT		Volume		No. of Lanes		Lane Volume
NORTHBOUND	Left		44		1		**44**
	Left-Through				0		
	Through		775		1		395
	Through-Right				1		
	Right		15		0		15
	Left-Through-Right				0		
	Left-Right				0		
SOUTHBOUND	Left		110		1		110
	Left-Through				0		
	Through		869		1		**461**
	Through-Right				1		
	Right		53		0		53
	Left-Through-Right				0		
	Left-Right				0		
EASTBOUND	Left		108		1		**108**
	Left-Through				0		
	Through		106		1		106
	Through-Right				1		
	Right		108		0		86
	Left-Through-Right				0		
	Left-Right				0		
WESTBOUND	Left		38		1		38
	Left-Through				0		
	Through		121		1		**108**
	Through-Right				1		
	Right		94		0		94
	Left-Through-Right				0		
	Left-Right				0		
CRITICAL VOLUMES			North-South:				505
			East-West:				216
					SUM:		721
VOLUME/CAPACITY (V/C) RATIO:							0.524
V/C LESS ATSAC/ATCS ADJUSTMENT:							**0.424**
LEVEL OF SERVICE (LOS):							**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
58	North-South Street:	Vineland Av	East-West Street:	Strathern St
	Scenario:	Existing		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

		Weekend				
No. of Phases						2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0		SB--		0
	EB--	0		WB--		0
ATSAC-1 or ATSAC+ATCS-2?						2
Override Capacity						0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	**91**
	Left-Through		0	
	Through	749	2	375
	Through-Right		0	
	Right	26	1	10
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	48	1	48
	Left-Through		0	
	Through	816	2	**408**
	Through-Right		0	
	Right	140	1	50
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	181	1	**181**
	Left-Through		0	
	Through	102	1	102
	Through-Right		0	
	Right	111	1	66
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	32	1	32
	Left-Through		0	
	Through	107	1	**107**
	Through-Right		0	
	Right	52	1	28
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		499
		East-West:		288
			SUM:	787
VOLUME/CAPACITY *(V/C)* RATIO:				0.525
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.425**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
59	North-South Street:	Tujunga Av	East-West Street:	Vanowen St
	Scenario:	Existing		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

		Weekend				
No. of Phases						2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0		SB--		0
	EB--	0		WB--		0
ATSAC-1 or ATSAC+ATCS-2?						2
Override Capacity						0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65
	Left-Through		0	
	Through	301	1	**177**
	Through-Right		1	
	Right	52	0	52
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	96	1	**96**
	Left-Through		0	
	Through	285	2	143
	Through-Right		0	
	Right	92	1	57
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	71	1	**71**
	Left-Through		0	
	Through	626	1	344
	Through-Right		1	
	Right	61	0	61
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	79	1	79
	Left-Through		0	
	Through	658	1	**382**
	Through-Right		1	
	Right	106	0	106
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		273
		East-West:		453
			SUM:	726
VOLUME/CAPACITY *(V/C)* RATIO:				0.484
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.384**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
61	North-South Street:	Barham Bl	East-West Street:	Lakeside Plaza/Forest Lawn Dr	
	Scenario:	Existing			
	Count Date:	Jan 2018	Analyst:	<Fehr & Peers>	Date: 2018

					Weekend
No. of Phases					3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--		0
	EB--	0	WB--		1
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2
	Left-Through		0	
	Through	990	2	**495**
	Through-Right		0	
	Right	718	1	349
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	90	1	**90**
	Left-Through		0	
	Through	1015	2	508
	Through-Right		0	
	Right	10	1	6
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	9	1	**9**
	Left-Through		0	
	Through	17	1	9
	Through-Right		1	
	Right	9	1	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	670	1	**369**
	Left-Through		1	
	Through	6	1	6
	Through-Right		0	
	Right	180	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		585
		East-West:		378
			SUM:	963
VOLUME/CAPACITY (V/C) RATIO:				0.676
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

EXISTING PLUS PROJECT

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	3 0	1	0 0	1! 0	0	1 0	0	1 0
Volume Module:												
Base Vol:	153	979	4	22	2360	167	58	0	39	5	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	979	4	22	2360	167	58	0	39	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	979	4	22	2360	167	58	0	39	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	979	4	22	2360	167	58	0	39	5	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	979	4	22	2360	167	58	0	39	5	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	3.00	1.00	0.60	0.00	0.40	1.00	0.00	1.00
Final Sat.:	1530	3048	12	1530	4590	1530	915	0	615	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.01	0.51	0.11	0.06	0.00	0.06	0.00	0.00	0.00
Crit Volume:	153				787				97	5		
Crit Moves:	****				****				****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	30	1159	88	252	2037	39	7	1	24	45	1	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1159	88	252	2037	39	7	1	24	45	1	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1159	88	252	2037	39	7	1	24	45	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1159	88	252	2037	39	7	1	24	45	1	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1159	88	252	2037	39	7	1	24	45	1	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.86	0.14	1.00	2.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2702	205	1454	4279	82	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.17	0.48	0.48	0.00	0.00	0.02	0.03	0.00	0.04
Crit Volume:		624		252					24	45		
Crit Moves:		****		****					****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	106	1079	195	104	1735	234	170	45	152	120	77	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1079	195	104	1735	234	170	45	152	120	77	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1079	195	104	1735	234	170	45	152	120	77	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1079	195	104	1735	234	170	45	152	120	77	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1079	195	104	1735	234	187	45	152	120	77	37
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.35	0.65
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1895	910
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.14	0.07	0.62	0.17	0.07	0.03	0.11	0.09	0.04	0.04
Crit Volume:	106			868					152	120		
Crit Moves:	****			****					****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	75	1181	77	23	2092	21	81	7	64	44	26	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1181	77	23	2092	21	81	7	64	44	26	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1181	77	23	2092	21	81	7	64	44	26	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1181	77	23	2092	21	81	7	64	44	26	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1181	77	23	2092	21	81	7	64	44	26	133
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.88	0.12	1.00	2.97	0.03	1.00	0.10	0.90	1.00	0.16	0.84
Final Sat.:	1454	2729	178	1454	4317	43	1454	143	1310	1454	238	1216
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.02	0.48	0.48	0.06	0.05	0.05	0.03	0.11	0.11
Crit Volume:	75			704			81					159
Crit Moves:	****			****			****					****

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	87	886	85	236	1210	188	282	948	191	87	493	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	886	85	236	1210	188	282	948	191	87	493	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	886	85	236	1210	188	282	948	191	87	493	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	886	85	236	1210	188	282	948	191	87	493	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	886	85	236	1210	188	282	948	191	87	493	193
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.06	0.17	0.43	0.13	0.20	0.34	0.14	0.06	0.18	0.14
Crit Volume:		443			236			474			87	
Crit Moves:		****			****			****			****	

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	Level Of Service:	D

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	756	76	172	1254	81	167	636	49	189	469	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	756	76	172	1254	81	167	636	49	189	469	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	756	76	172	1254	81	167	636	49	189	469	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	756	76	172	1254	81	167	636	49	189	469	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	756	76	172	1254	81	167	636	49	189	469	74
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2604	201	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.05	0.12	0.45	0.06	0.12	0.24	0.24	0.13	0.17	0.05
Crit Volume:	50			627			343			189		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	158	Level Of Service:	D

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	94	684	78	226	1355	113	137	552	130	153	450	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	684	78	226	1355	113	137	552	130	153	450	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	684	78	226	1355	113	137	552	130	153	450	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	684	78	226	1355	113	137	552	130	153	450	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	684	78	226	1355	113	137	552	130	153	450	115
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.06	0.16	0.48	0.08	0.10	0.20	0.09	0.11	0.16	0.08
Crit Volume:	94			678			276			153		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	27	638	45	94	1340	174	191	376	96	158	336	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	638	45	94	1340	174	191	376	96	158	336	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	638	45	94	1340	174	191	376	96	158	336	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	638	45	94	1340	174	191	376	96	158	336	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	638	45	94	1340	174	210	376	96	158	336	44
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.03	0.06	0.46	0.12	0.07	0.26	0.07	0.11	0.23	0.03
Crit Volume:	27			670			105			336		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	54	286	72	159	1053	453	127	468	104	181	978	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	286	72	159	1053	453	127	468	104	181	978	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	286	72	159	1053	453	127	468	104	181	978	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	286	72	159	1053	453	127	468	104	181	978	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	286	72	175	1053	453	140	468	104	181	978	317
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2295	510	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.05	0.06	0.38	0.32	0.05	0.20	0.20	0.13	0.23	0.23
Crit Volume:	54			527			286			181		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	30	279	6	317	682	352	47	345	141	16	156	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	279	6	317	682	352	47	345	141	16	156	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	279	6	317	682	352	47	345	141	16	156	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	279	6	317	682	352	47	345	141	16	156	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	279	6	317	682	352	47	345	141	16	156	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.32	0.68
Final Sat.:	1454	2846	61	1454	2907	1454	1454	2064	843	1454	1922	985
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.22	0.23	0.24	0.03	0.17	0.17	0.01	0.08	0.08
Crit Volume:	143			317			243			16		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	10	10	6	73	199	433	285	1111	99	44	975	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	6	73	199	433	285	1111	99	44	975	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	6	73	199	433	285	1111	99	44	975	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	6	73	199	433	285	1111	99	44	975	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	6	73	199	476	285	1111	99	44	975	52
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.77	0.77	0.46	1.00	1.00	2.00	1.00	2.75	0.25	1.00	2.85	0.15
Final Sat.:	1118	1118	671	1454	1454	2907	1454	4004	357	1454	4140	221
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.14	0.16	0.20	0.28	0.28	0.03	0.24	0.24
Crit Volume:	10					238	285					342
Crit Moves:	****					****	****					****

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	285	0	0	923	0	172	0	819	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	285	0	0	923	0	172	0	819	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	285	0	0	923	0	172	0	819	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	285	0	0	923	0	172	0	819	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	285	0	0	923	0	172	0	901	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.32	0.01	1.67	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	457	0	2393	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.32	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Crit Volume:	0				462				536		0	
Crit Moves:	****				****				****			

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	819	3	260	0	0	6	8	604	115	84	650	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	819	3	260	0	0	6	8	604	115	84	650	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	819	3	260	0	0	6	8	604	115	84	650	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	819	3	260	0	0	6	8	604	115	84	650	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	901	3	260	0	0	6	8	604	115	84	650	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	2796	9	1403	0	0	1403	1403	2805	1403	1403	2801	4
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.19	0.00	0.00	0.00	0.01	0.22	0.08	0.06	0.23	0.23
Crit Volume:	452				0			302		84		
Crit Moves:	****				****			****		****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	128	116	83	32	158	10	17	1120	114	100	575	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	116	83	32	158	10	17	1120	114	100	575	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	116	83	32	158	10	17	1120	114	100	575	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	116	83	32	158	10	17	1120	114	100	575	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	116	83	32	158	10	17	1120	114	100	575	8
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.58	0.42	0.16	0.79	0.05	1.00	1.82	0.18	1.00	1.97	0.03
Final Sat.:	1444	842	602	231	1141	72	1444	2621	267	1444	2848	40
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.14	0.14	0.14	0.01	0.43	0.43	0.07	0.20	0.20
Crit Volume:	128			200			617			100		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	284	291	0	0	395	69	218	0	557	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	291	0	0	395	69	218	0	557	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	291	0	0	395	69	218	0	557	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	291	0	0	395	69	218	0	557	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	291	0	0	395	69	218	0	557	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1213	212	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.33	0.33	0.15	0.00	0.39	0.00	0.00	0.00
Crit Volume:	284				464				557		0	
Crit Moves:	****				****				****			

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	133	452	268	30	702	205	58	145	291	286	80	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	452	268	30	702	205	58	145	291	286	80	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	452	268	30	702	205	58	145	291	286	80	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	452	268	30	702	205	58	145	291	286	80	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	452	268	30	702	205	58	145	291	286	80	54
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.26	0.74	1.00	1.55	0.45	0.29	0.71	1.00	1.00	0.60	0.40
Final Sat.:	1375	1726	1024	1375	2128	622	393	982	1375	1375	821	554
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.02	0.33	0.33	0.15	0.15	0.21	0.21	0.10	0.10
Crit Volume:	133			454			203			286		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	0 0	0	1 0	1 0	1 0	1
Volume Module:												
Base Vol:	42	692	24	0	1161	163	0	437	59	34	185	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	692	24	0	1161	163	0	437	59	34	185	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	692	24	0	1161	163	0	437	59	34	185	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	692	24	0	1161	163	0	437	59	34	185	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	692	24	0	1161	163	0	437	59	34	185	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.10	1.10	1.10	1.10	0.94
Lanes:	1.00	1.93	0.07	0.00	1.75	0.25	0.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1344	2598	90	0	2357	331	0	1377	186	1563	1563	1344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.00	0.49	0.49	0.00	0.32	0.32	0.02	0.12	0.12
Crit Volume:	42					662			496	34		
Crit Moves:	****					****			****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	41	554	9	147	867	244	159	118	94	9	53	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	554	9	147	867	244	159	118	94	9	53	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	554	9	147	867	244	159	118	94	9	53	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	554	9	147	867	244	159	118	94	9	53	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	554	9	147	867	244	159	118	94	9	53	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.97	0.03	1.00	1.56	0.44	1.00	0.56	0.44	1.00	0.73	0.27
Final Sat.:	1530	3011	49	1530	2388	672	1530	852	678	1530	1111	419
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.10	0.36	0.36	0.10	0.14	0.14	0.01	0.05	0.05
Crit Volume:	41					556	159					73
Crit Moves:	****					****	****					****

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1	1 0	2 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	139	489	296	119	776	59	58	235	207	143	130	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	489	296	119	776	59	58	235	207	143	130	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	489	296	119	776	59	58	235	207	143	130	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	489	296	119	776	59	58	235	207	143	130	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	153	489	296	131	776	59	64	235	207	157	130	41
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00	2.00	1.52	0.48
Final Sat.:	2805	2805	1403	2805	2607	198	2805	2805	1403	2805	2132	673
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.21	0.05	0.30	0.30	0.02	0.08	0.15	0.06	0.06	0.06
Crit Volume:	76					418			207	79		
Crit Moves:	****					****			****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	D

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	179	616	45	384	1072	72	136	753	306	88	547	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	616	45	384	1072	72	136	753	306	88	547	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	616	45	384	1072	72	136	753	306	88	547	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	616	45	384	1072	72	136	753	306	88	547	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	616	45	384	1072	72	136	753	306	88	547	223
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.03	0.27	0.38	0.05	0.10	0.27	0.22	0.06	0.20	0.16
Crit Volume:	179				536			377			88	
Crit Moves:	****				****			****			****	

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	D

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	183	708	76	167	1184	96	98	542	277	131	437	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	708	76	167	1184	96	98	542	277	131	437	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	708	76	167	1184	96	98	542	277	131	437	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	708	76	167	1184	96	98	542	277	131	437	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	708	76	167	1184	96	98	542	277	131	437	83
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.05	0.12	0.42	0.07	0.07	0.19	0.20	0.09	0.16	0.06
Crit Volume:	183				592				277	131		
Crit Moves:	****				****				****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	124	592	115	301	1227	93	91	626	171	209	542	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	592	115	301	1227	93	91	626	171	209	542	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	592	115	301	1227	93	91	626	171	209	542	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	592	115	301	1227	93	91	626	171	209	542	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	592	115	301	1227	93	91	626	171	209	542	186
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.08	0.21	0.44	0.07	0.06	0.22	0.12	0.15	0.19	0.13
Crit Volume:	124			614			313			209		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	158	Level Of Service:	D

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	121	407	104	125	954	261	131	698	279	113	679	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	407	104	125	954	261	131	698	279	113	679	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	407	104	125	954	261	131	698	279	113	679	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	407	104	125	954	261	131	698	279	113	679	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	407	104	125	954	261	131	698	279	113	679	98
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57	1.00	1.75	0.25
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2004	801	1403	2451	354
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.07	0.09	0.34	0.19	0.09	0.35	0.35	0.08	0.28	0.28
Crit Volume:	121				477				489	113		
Crit Moves:	****				****				****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	190	359	246	290	652	212	150	712	106	181	569	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	359	246	290	652	212	150	712	106	181	569	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	359	246	290	652	212	150	712	106	181	569	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	359	246	290	652	212	150	712	106	181	569	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	190	359	246	290	652	212	165	712	106	199	569	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.18	0.21	0.23	0.15	0.06	0.25	0.08	0.07	0.20	0.09
Crit Volume:			246	290				356		100		
Crit Moves:			****	****				****		****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	379	743	300	161	353	376	95	609	2	25	340	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	743	300	161	353	376	95	609	2	25	340	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	743	300	161	353	376	95	609	2	25	340	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	743	300	161	353	376	95	609	2	25	340	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	743	300	161	353	414	95	609	2	25	340	63
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	1.00	1.38	1.62	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	1959	791	1375	1899	2226	1375	2741	9	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.28	0.38	0.38	0.12	0.19	0.19	0.07	0.22	0.22	0.02	0.12	0.05
Crit Volume:	522			256			306			25		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	123	0	76	0	0	0	0	802	241	12	293	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	76	0	0	0	0	802	241	12	293	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	0	76	0	0	0	0	802	241	12	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	0	76	0	0	0	0	802	241	12	293	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	0	76	0	0	0	0	802	241	12	293	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.16	0.01	0.10	0.00
Crit Volume:			76	0				401		12		
Crit Moves:			****					****		****		

Existing Plus Project AM

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name:	N Hollywood Way NB						San Fernando Rd WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0	0 0	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	891	147	0	0	0	0	0	0	0	0	197
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[30.9]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	2 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0 0	0	0	0	2277	296	0	0	281	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 0	0	0	0	2277	296	0	0	281	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 0	0	0	0	2277	0	0	0	281	0	0	0
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0 0	0	0	0	2277	0	0	0	281	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	759	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.69	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	5.0	xxxx	xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	30.9	xxxxx	xxxx	xxxxx	
LOS by Move:	* *	*	*	*	*	*	*	D	*	*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	* *	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			30.9			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	175	0	59	0	0	0	0	820	209	34	309	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	0	59	0	0	0	0	820	209	34	309	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	0	59	0	0	0	0	820	209	34	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	0	59	0	0	0	0	820	209	34	309	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	0	59	0	0	0	0	820	209	34	309	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.39	0.61	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3586	914	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.04	0.00	0.00	0.00	0.00	0.23	0.23	0.02	0.10	0.00
Crit Volume:	175				0			343			34	
Crit Moves:	****							****			****	

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[17.4]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	188	289	0	0	1073	63	14	0	72	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	289	0	0	1073	63	14	0	72	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	289	0	0	1073	63	14	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	188	289	0	0	1073	63	14	0	72	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1136	xxxx	xxxxx	xxxx	xxxx	xxxxx	1625	1770	568	xxxx	xxxx	xxxxx
Potent Cap.:	622	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	84	471	xxxx	xxxx	xxxxx
Move Cap.:	622	xxxx	xxxxx	xxxx	xxxx	xxxxx	73	59	471	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	166	xxxxx	161	80	xxxxx
Volume/Cap:	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	375	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.4			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: A[8.8]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0 1	0	0	0 1 0	0	0
Volume Module:												
Base Vol:	2	0	48	0	0	0	0	43	1	201	52	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	48	0	0	0	0	43	1	201	52	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	48	0	0	0	0	43	1	201	52	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	48	0	0	0	0	43	1	201	52	0
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	498 498	44	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	44	xxxx	xxxxx	
Potent Cap.:	536 477	1032	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	
Move Cap.:	477 409	1032	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	
Volume/Cap:	0.00 0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	
LOS by Move:	* *	*	*	*	*	*	*	*	A	*	*	
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx 986	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx 0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	
Shrd ConDel:	xxxxx 8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	
Shared LOS:	* A	*	*	*	*	*	*	*	A	*	*	
ApproachDel:	8.8		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	A		*			*			*			

Note: Queue reported is the number of cars per lane.

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0	Average Delay (sec/veh):	19.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	185	217	335	121	0	0	0	0	409	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	185	217	335	121	0	0	0	0	409	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	185	217	335	121	0	0	0	0	409	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	185	217	335	121	0	0	0	0	409	0	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	185	217	335	121	0	0	0	0	409	0	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.46	0.54	1.00	1.00	0.00	0.00	0.00	0.00	1.80	0.00	0.20
Final Sat.:	0	263	308	504	540	0	0	0	0	1332	-470	95
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.70	0.70	0.66	0.22	xxxx	xxxx	xxxx	xxxx	0.31	0.00	0.48
Crit Moves:		****		****								****
Delay/Veh:	0.0	22.3	22.3	22.1	11.1	0.0	0.0	0.0	0.0	16.4	16.7	16.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	22.3	22.1	11.1	0.0	0.0	0.0	0.0	16.4	16.7	16.7
LOS by Move:	*	C	C	C	B	*	*	*	*	C	C	C
ApproachDel:		22.3			19.2			xxxxxx			16.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		22.3			19.2			xxxxxx			16.3	
LOS by Appr:		C			C			*			C	
AllWayAvgQ:	2.1	2.1	2.1	1.7	0.3	0.0	0.0	0.0	0.0	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[15.3]

Street Name:	N San Fernando Blvd									Winova					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1 0 2	0	0	0 0 0	1	0	0 0 1!	0	1	0 0 0	0	0			
Volume Module:															
Base Vol:	131 270	0	0	541	183		13	0	39	0	0	0			
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	131 270	0	0	541	183		13	0	39	0	0	0			
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	131 270	0	0	541	183		13	0	39	0	0	0			
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0			
FinalVolume:	131 270	0	0	541	183		13	0	39	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	724 xxxx xxxxx	xxxx	xxxx	xxxxx			1030	1165	633	xxxx	xxxx	xxxxx			
Potent Cap.:	888 xxxx xxxxx	xxxx	xxxx	xxxxx			261	196	484	xxxx	xxxx	xxxxx			
Move Cap.:	888 xxxx xxxxx	xxxx	xxxx	xxxxx			232	167	484	xxxx	xxxx	xxxxx			
Volume/Cap:	0.15 xxxx xxxx	xxxx	xxxx	xxxx			0.06	0.00	0.08	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.5 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	0.1	xxxx	xxxx	xxxxx			
Control Del:	9.8 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx			
LOS by Move:	A *	*	*	*			*	*	B	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	337	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	16.8	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	* *	*	*	*			*	C	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			15.3			xxxxxx					
ApproachLOS:	*			*			C			*					

Note: Queue reported is the number of cars per lane.

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	24	24	16	6	65	12	17	91	161	14	44	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	24	16	6	65	12	17	91	161	14	44	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	24	16	6	65	12	17	91	161	14	44	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	24	16	6	65	12	17	91	161	14	44	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	24	16	6	65	12	17	91	161	14	44	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.38	0.25	0.07	0.79	0.14	0.13	0.87	1.00	0.41	1.27	0.32
Final Sat.:	563	563	375	108	1175	217	190	1310	1500	609	1913	478
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.06	0.09	0.07	0.11	0.02	0.02	0.02
Crit Volume:	24					83			161	14		
Crit Moves:	****					****			****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	34	45	36	48	191	20	21	147	136	150	157	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	45	36	48	191	20	21	147	136	150	157	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	45	36	48	191	20	21	147	136	150	157	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	45	36	48	191	20	21	147	136	150	157	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	45	36	48	191	20	21	147	136	150	157	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.39	0.31	0.18	0.74	0.08	1.00	0.52	0.48	1.00	0.85	0.15
Final Sat.:	443	587	470	278	1106	116	1500	779	721	1500	1280	220
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.17	0.17	0.17	0.01	0.19	0.19	0.10	0.12	0.12
Crit Volume:	34			259			283			150		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0	1 0	0	1	1 0	1	1	1 0	1	1
Volume Module:												
Base Vol:	1	0	0	37	0	62	151	324	0	10	233	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	37	0	62	151	324	0	10	233	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	37	0	62	151	324	0	10	233	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	37	0	62	151	324	0	10	233	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	37	0	62	151	324	0	10	233	97
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.41	0.59
Final Sat.:	1425	0	0	1425	0	1425	1425	2850	0	1425	2012	838
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.04	0.11	0.11	0.00	0.01	0.12	0.12
Crit Volume:	1					62	151					165
Crit Moves:	****					****	****					****

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	101	0	10	133	507	0	0	147	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	10	133	507	0	0	147	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	0	10	133	507	0	0	147	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	10	133	507	0	0	147	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	0	10	133	507	0	0	147	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.91	0.00	0.09	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	0	0	0	1297	0	128	1425	2850	0	0	1958	892
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.09	0.18	0.00	0.00	0.08	0.08
Crit Volume:	0					111		254		0		
Crit Moves:						****		****		****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	82	0	146	0	557	0	0	156	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	0	146	0	557	0	0	156	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	82	0	146	0	557	0	0	156	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	146	0	557	0	0	156	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	82	0	146	0	557	0	0	156	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.19	0.00	0.00	0.05	0.00
Crit Volume:	0					146		279		0		
Crit Moves:						****		****		****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	226	257	113	503	433	47	36	1250	375	416	1215	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	257	113	503	433	47	36	1250	375	416	1215	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	257	113	503	433	47	36	1250	375	416	1215	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	257	113	503	433	47	36	1250	375	416	1215	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	249	257	113	553	433	47	40	1250	375	458	1215	551
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.24	1.76	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3147	2463	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.18	0.18	0.03	0.01	0.30	0.27	0.16	0.29	0.39
Crit Volume:		129			247			417			229	
Crit Moves:		****			****			****			****	

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	213	0	8	244	107	335	0	1366	529	62	1632	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	0	8	244	107	335	0	1366	529	62	1632	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	0	8	244	107	335	0	1366	529	62	1632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	0	8	244	107	335	0	1366	529	62	1632	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	0	8	268	107	335	0	1366	529	62	1632	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.43	0.57	1.00	0.00	2.16	0.84	1.00	3.00	0.00
Final Sat.:	1425	0	1425	2038	812	1425	0	3082	1193	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.01	0.13	0.13	0.24	0.00	0.44	0.44	0.04	0.38	0.00
Crit Volume:	213					335			632	62		
Crit Moves:	****					****			****	****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 2	0 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	316	0	0	961	0	899	0	0	1143	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	316	0	0	961	0	899	0	0	1143	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	316	0	0	0	0	899	0	0	1143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	316	0	0	0	0	899	0	0	1143	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	348	0	0	0	0	899	0	0	1143	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.38	0.00
Crit Volume:			174	0			0				572	
Crit Moves:			****				****				****	

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1! 0	1	0	2	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	31	0	321	549	1197	0	0	348	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	321	549	1197	0	0	348	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	321	549	1197	0	0	348	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	321	549	1197	0	0	348	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	31	0	353	549	1197	0	0	348	13
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.16	1.16	1.16	1.16	0.84
Lanes:	0.00	0.00	0.00	0.16	0.00	1.84	1.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	192	0	2189	1191	3319	0	0	3199	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.46	0.36	0.00	0.00	0.11	0.15
Crit Volume:	0					192	549					181
Crit Moves:						****	****					****

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

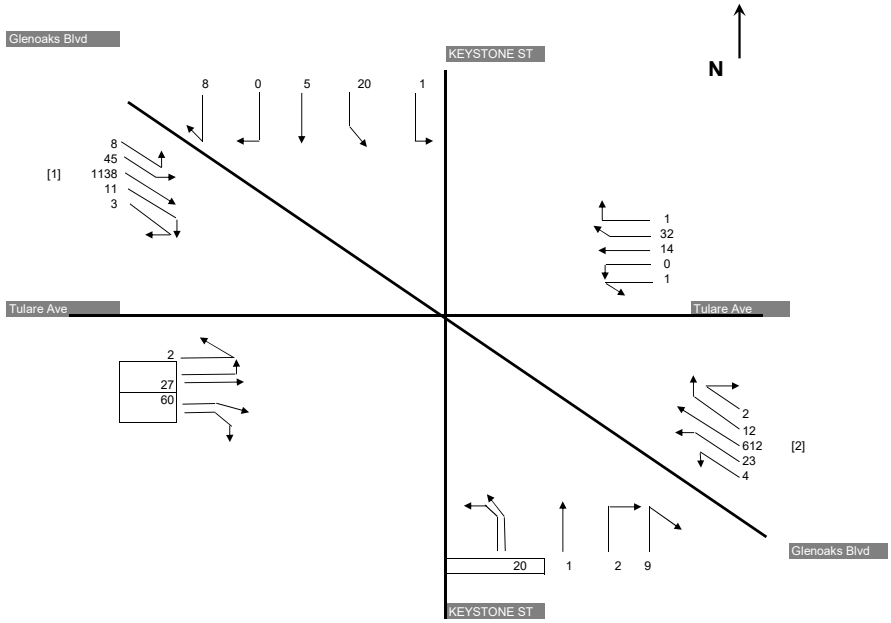
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	198	608	40	22	1178	75	24	20	345	6	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	608	40	22	1178	75	24	20	345	6	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	608	40	22	1178	75	24	20	345	6	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	608	40	22	1178	75	24	20	345	6	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	608	40	22	1178	75	24	20	345	6	2	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	0.05	0.95	1.00	0.33	0.67
Final Sat.:	1444	2709	178	1444	2888	1444	1444	79	1365	1444	481	963
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.02	0.41	0.05	0.02	0.25	0.25	0.00	0.00	0.00
Crit Volume:	198				589				365	6		
Crit Moves:	****				****				****	****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Existing plus Project - AM Peak Hour



[1] 1138.34748579764 is the maxiumum SB-TH volume along Glenoaks
[2] 612 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd

Max { (SBT 1,138 + SBR 14)/2 + NBL 27/1 = 603 } or { (NBT/R 612 + 14)/2 + SBL 53/1 = 365 }

Glenoaks Blvd SBT and SBR | Glenoaks Blvd NBL | Glenoaks Blvd NBT and NBR | Glenoaks Blvd SBL

Critical Volume = 603 per lane
v/c = 0.417

pair 2 Keystone S

Max { (SBL 21 + SBT 5 + SBR 8)/1 + NBL 20/1 = 53 } or { (NBL 20 + NBT 1 + NBR 11)/1 + SBL 21/1 = 52 }

Keystone SBL, SBT, and SBR | Keystone NBL | Keystone NBL, NBT, and NBR | Keystone SBL

Critical Volume = 53 per lane
v/c = 0.036

pair 3 Tulare Ave

Max { (EBL 2 + EBT 27 + EBR 60)/1 + WBL 1/1 = 89 } or { (WBL 1 + WBT 14 + WBR 33)/1 + EBL 2/1 = 49 }

Tulare Ave EBL, EBT, and EBR | Tulare Ave WBL | Tulare Ave WBL, WBT, and WBR | Tulare Ave EBL

Critical Volume = 89 per lane
v/c = 0.062

						Loss Time		**ATSAC Credit**		
V/C =	**0.417**	**+**	**0.036**	**+**	**0.062**	**+**	**0.000**	**-**	**0**	**=**	**0.515**

LOS = A

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

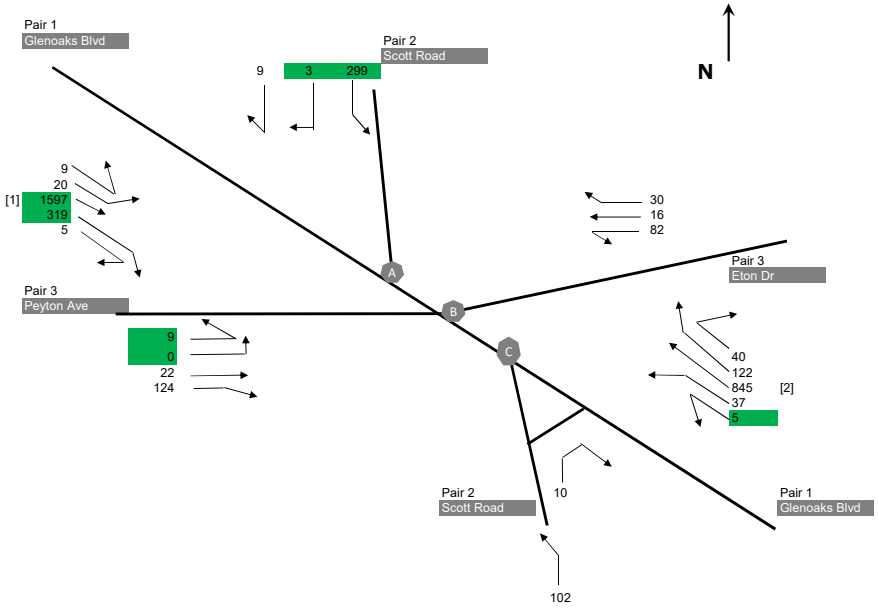
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	147	605	9	38	1131	1	3	43	204	9	36	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	605	9	38	1131	1	3	43	204	9	36	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	605	9	38	1131	1	3	43	204	9	36	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	605	9	38	1131	1	3	43	204	9	36	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	605	9	38	1131	1	3	43	204	9	36	37
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.07	0.93	1.00	0.11	0.44	0.45
Final Sat.:	1496	2949	44	1496	2990	3	98	1399	1496	164	657	675
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.03	0.38	0.38	0.03	0.03	0.14	0.05	0.05	0.05
Crit Volume:	0					566			204	9		
Crit Moves:	****					****			****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Existing plus Project - AM Peak Hour



[1] 1596.82547443576 is the maxiumum SB-TH volume along Glenoaks
A SB-TH at Scott Road (SB approach): 1322
B SB-TH at Peyton Ave & Eton Dr: 1597
C SB-TH at Scott Road (NB approach): 1481
[2] 845 is the maxiumum NB-TH volume along Glenoaks
A NB-TH at Scott Road (SB approach): 764
B NB-TH at Peyton Ave & Eton Dr: 845
C NB-TH at Scott Road (NB approach): 820

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { (SBT 1596.83 + SBR 324)/2 Glenoaks Blvd SB + NBL 42/1 Glenoaks Blvd NB = 1002 } or { (NBT 845 + NBR 162)/2 Glenoaks Blvd NB + SBL 29/1 Glenoaks Blvd SB = 532 }

Critical Volume = 1002
v/c = 0.694

Pair 2 Scott Road *Permissive Lefts*

Max { (SBT 299 + SBR 12)/1 Scott Road (All SB Movements) = 311 } or { (NBT 102 + NBR* 0)/1 Scott Road (All NB Movements) = 102 }

*NBR is excluded due to channelization

Critical Volume = 311
v/c = 0.215

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { (EBL 9 + EBT 22 + EBR 124)/1 Peyton Ave (All EB Movements) = 155 } and { (WBL 82 + WBT 16 + WBR 30)/1 Eton Dr (All WB Movements) = 128 }

Split phase, sum critical volumes

Critical Volume = 283
v/c = 0.196

							Loss Time		**ATSAC Credit**			
V/C =	**0.694**	**+**	**0.215**	**+**	**0.196**	**+**	**0.000**	**-**	**0**	**=**	**1.106**	
LOS =		**F**										

							Loss Time		ATSAC Credit			
V/C =	0.627	+	0.215	+	0.196	+	0.000	-	0	=	1.038	
LOS =		F										

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	2	0 1! 0	0	0	0 2	1 0	0	0 1 1 1
Volume Module:												
Base Vol:	0	0	4	1003	0	11	0	681	4	0	642	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	1003	0	11	0	681	4	0	642	741
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	4	1003	0	11	0	681	4	0	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	1003	0	11	0	681	4	0	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	1103	0	11	0	681	4	0	642	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.97	0.01	0.02	0.00	2.98	0.02	0.00	2.00	1.00
Final Sat.:	0	0	1454	4317	0	43	0	4335	25	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.16	0.16	0.00	0.22	0.00
Crit Volume:			4	371			0				321	
Crit Moves:			****	****			****				****	

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	D

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	53	537	44	150	1328	142	84	404	153	47	392	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	537	44	150	1328	142	84	404	153	47	392	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	537	44	150	1328	142	84	404	153	47	392	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	537	44	150	1328	142	84	404	153	47	392	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	537	44	150	1328	142	84	404	153	47	392	107
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	1.00	0.79	0.21
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1110	420	1530	1202	328
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.03	0.10	0.43	0.09	0.05	0.36	0.36	0.03	0.33	0.33
Crit Volume:	53			664			557			47		
Crit Moves:	****			****			****			****		

Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	219	1639	0	0	1290	27	88	0	708	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1639	0	0	1290	27	88	0	708	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1639	0	0	1290	27	88	0	708	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1639	0	0	1290	27	88	0	708	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	219	1639	0	0	1290	27	88	0	779	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4271	89	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.00	0.00	0.30	0.30	0.06	0.00	0.27	0.00	0.00	0.00
Crit Volume:	219				439				389	0		
Crit Moves:	****				****				****			

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 3	0 1	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	61	2009	2	6	1242	66	279	0	177	12	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	2009	2	6	1242	66	279	0	177	12	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2009	2	6	1242	66	279	0	177	12	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2009	2	6	1242	66	279	0	177	12	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2009	2	6	1242	66	279	0	177	12	0	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	3.00	1.00	0.61	0.00	0.39	1.00	0.00	1.00
Final Sat.:	1530	3057	3	1530	4590	1530	936	0	594	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.04	0.66	0.66	0.00	0.27	0.04	0.30	0.00	0.30	0.01	0.00	0.01
Crit Volume:			1006	6					456	12		
Crit Moves:			****	****					****	****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	132	Level Of Service:	D		

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	27	1752	49	61	1413	11	23	2	25	91	3	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1752	49	61	1413	11	23	2	25	91	3	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1752	49	61	1413	11	23	2	25	91	3	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1752	49	61	1413	11	23	2	25	91	3	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1752	49	61	1413	11	23	2	25	91	3	264
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2828	79	1454	4327	34	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.62	0.62	0.04	0.33	0.33	0.02	0.00	0.02	0.06	0.00	0.18
Crit Volume:		901		61			23					264
Crit Moves:		****		****			****					****

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	D

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	138	1431	106	53	1342	137	219	43	158	182	101	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1431	106	53	1342	137	219	43	158	182	101	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1431	106	53	1342	137	219	43	158	182	101	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1431	106	53	1342	137	219	43	158	182	101	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1431	106	53	1342	137	241	43	158	182	101	151
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.51	0.08	0.04	0.48	0.10	0.09	0.03	0.11	0.13	0.07	0.11
Crit Volume:	138				671				158	182		
Crit Moves:	****				****				****	****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	95	1384	46	27	1811	27	100	6	78	105	29	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1384	46	27	1811	27	100	6	78	105	29	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1384	46	27	1811	27	100	6	78	105	29	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1384	46	27	1811	27	100	6	78	105	29	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1384	46	27	1811	27	100	6	78	105	29	183
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.94	0.06	1.00	2.96	0.04	1.00	0.07	0.93	1.00	0.14	0.86
Final Sat.:	1454	2813	94	1454	4296	64	1454	104	1350	1454	199	1255
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.49	0.02	0.42	0.42	0.07	0.06	0.06	0.07	0.15	0.15
Crit Volume:	715			27			100			212		
Crit Moves:	****			****			****			****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	1.041
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	171	1072	86	256	965	385	236	759	94	79	863	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1072	86	256	965	385	236	759	94	79	863	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1072	86	256	965	385	236	759	94	79	863	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1072	86	256	965	385	236	759	94	79	863	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1072	86	256	965	385	236	759	94	79	863	166
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.06	0.18	0.34	0.27	0.17	0.27	0.07	0.06	0.31	0.12
Crit Volume:		536			256			236			432	
Crit Moves:		****			****			****			****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	D

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	71	1020	115	141	784	151	176	702	21	150	737	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1020	115	141	784	151	176	702	21	150	737	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1020	115	141	784	151	176	702	21	150	737	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1020	115	141	784	151	176	702	21	150	737	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1020	115	141	784	151	176	702	21	150	737	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2724	81	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.08	0.10	0.28	0.11	0.13	0.26	0.26	0.11	0.26	0.08
Crit Volume:		510			141			176			369	
Crit Moves:		****			****			****			****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	148	981	131	198	674	194	164	673	98	141	800	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	981	131	198	674	194	164	673	98	141	800	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	981	131	198	674	194	164	673	98	141	800	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	981	131	198	674	194	164	673	98	141	800	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	981	131	198	674	194	164	673	98	141	800	192
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.09	0.14	0.24	0.14	0.12	0.24	0.07	0.10	0.29	0.14
Crit Volume:		491			198			164			400	
Crit Moves:		****			****			****			****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	975	98	53	652	147	250	694	52	90	488	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	975	98	53	652	147	250	694	52	90	488	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	975	98	53	652	147	250	694	52	90	488	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	975	98	53	652	147	250	694	52	90	488	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	975	98	53	652	147	275	694	52	90	488	56
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.07	0.04	0.22	0.10	0.09	0.48	0.04	0.06	0.34	0.04
Crit Volume:		488			53			694			488	
Crit Moves:		****			****			****				

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	190	639	367	90	436	329	197	901	94	49	998	401
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	639	367	90	436	329	197	901	94	49	998	401
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	639	367	90	436	329	197	901	94	49	998	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	639	367	90	436	329	197	901	94	49	998	401
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	639	367	99	436	329	217	901	94	49	998	401
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2540	265	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.26	0.04	0.16	0.23	0.08	0.35	0.35	0.03	0.24	0.29
Crit Volume:	190					329			498	49		
Crit Moves:	****					****			****	****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	106	728	17	102	256	211	93	338	20	6	452	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	728	17	102	256	211	93	338	20	6	452	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	728	17	102	256	211	93	338	20	6	452	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	728	17	102	256	211	93	338	20	6	452	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	728	17	102	256	211	93	338	20	6	452	411
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.05	0.95
Final Sat.:	1454	2841	66	1454	2907	1454	1454	2745	162	1454	1523	1384
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.07	0.09	0.15	0.06	0.12	0.12	0.00	0.30	0.30
Crit Volume:	373			102			93			432		
Crit Moves:	****			****			****			****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	47	197	32	35	20	250	460	1010	7	8	947	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	197	32	35	20	250	460	1010	7	8	947	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	197	32	35	20	250	460	1010	7	8	947	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	197	32	35	20	250	460	1010	7	8	947	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	197	32	35	20	275	460	1010	7	8	947	57
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.34	1.43	0.23	1.00	1.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	495	2075	337	1454	1454	2907	1454	4330	30	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.02	0.01	0.09	0.32	0.23	0.23	0.01	0.33	0.04
Crit Volume:	47					138	460				474	
Crit Moves:	****					****	****				****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	659	0	0	398	0	518	0	711	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	659	0	0	398	0	518	0	711	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	659	0	0	398	0	518	0	711	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	659	0	0	398	0	518	0	711	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	659	0	0	398	0	518	0	782	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.80	xxxx	1.20	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	1136	0	1714	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.14	0.00	0.46	0.00	0.46	0.00	0.00	0.00
Crit Volume:		330			0				650		0	
Crit Moves:		****			****				****			

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	470	2	27	0	0	10	6	804	552	115	979	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	2	27	0	0	10	6	804	552	115	979	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	2	27	0	0	10	6	804	552	115	979	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	2	27	0	0	10	6	804	552	115	979	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	2	27	0	0	10	6	804	552	115	979	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	2794	11	1403	0	0	1403	1403	2805	1403	1403	2802	3
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.02	0.00	0.00	0.01	0.00	0.29	0.39	0.08	0.35	0.35
Crit Volume:	260					10		402		115		
Crit Moves:	****					****		****		****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 1 0
Volume Module:												
Base Vol:	245	170	96	20	93	15	23	860	120	97	838	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	170	96	20	93	15	23	860	120	97	838	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	170	96	20	93	15	23	860	120	97	838	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	170	96	20	93	15	23	860	120	97	838	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	170	96	20	93	15	23	860	120	97	838	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.64	0.36	0.15	0.73	0.12	1.00	1.76	0.24	1.00	1.95	0.05
Final Sat.:	1444	923	521	226	1049	169	1444	2534	354	1444	2820	67
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.18	0.09	0.09	0.09	0.02	0.34	0.34	0.07	0.30	0.30
Crit Volume:	245					128		490		97		
Crit Moves:	****					****		****		****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	1.045
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St							I-5 NB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Permitted					Protected					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	582	453	0			0	357	112			196	0	438			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	582	453	0			0	357	112			196	0	438			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	582	453	0			0	357	112			196	0	438			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	582	453	0			0	357	112			196	0	438			0	0	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	582	453	0			0	357	112			196	0	438			0	0	0		
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425			1425	1425	1425			1425	1425	1425			1425	1425	1425		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	1.00	0.00			0.00	0.76	0.24			1.00	0.00	1.00			0.00	0.00	0.00		
Final Sat.:	1425	1425	0			0	1085	340			1425	0	1425			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.41	0.32	0.00			0.00	0.33	0.33			0.14	0.00	0.31			0.00	0.00	0.00		
Crit Volume:	582						469						438				0			
Crit Moves:	****						****						****							

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	D

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	352	908	356	38	587	157	84	169	266	205	55	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	908	356	38	587	157	84	169	266	205	55	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	908	356	38	587	157	84	169	266	205	55	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	908	356	38	587	157	84	169	266	205	55	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	908	356	38	587	157	84	169	266	205	55	41
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.58	0.42	0.33	0.67	1.00	1.00	0.57	0.43
Final Sat.:	1375	1975	775	1375	2170	580	457	918	1375	1375	788	587
Capacity Analysis Module:												
Vol/Sat:	0.26	0.46	0.46	0.03	0.27	0.27	0.18	0.18	0.19	0.15	0.07	0.07
Crit Volume:	352			372			253			205		
Crit Moves:	****			****			****			****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	0 0	0	1 0	1 0	1 0	1
Volume Module:												
Base Vol:	51	1100	20	0	893	143	0	370	67	55	295	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1100	20	0	893	143	0	370	67	55	295	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1100	20	0	893	143	0	370	67	55	295	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1100	20	0	893	143	0	370	67	55	295	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1100	20	0	893	143	0	370	67	55	295	537
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.11	1.11	1.11	1.11	0.93
Lanes:	1.00	1.96	0.04	0.00	1.72	0.28	0.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1329	2610	47	0	2290	367	0	1336	242	1578	1578	1329
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.42	0.00	0.39	0.39	0.00	0.28	0.28	0.03	0.19	0.40
Crit Volume:	51					518		437		55		
Crit Moves:	****					****		****		****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	59	887	16	140	726	175	212	71	69	17	49	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	887	16	140	726	175	212	71	69	17	49	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	887	16	140	726	175	212	71	69	17	49	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	887	16	140	726	175	212	71	69	17	49	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	887	16	140	726	175	212	71	69	17	49	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.96	0.04	1.00	1.61	0.39	1.00	0.51	0.49	1.00	0.55	0.45
Final Sat.:	1530	3006	54	1530	2466	594	1530	776	754	1530	842	688
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.09	0.29	0.29	0.14	0.09	0.09	0.01	0.06	0.06
Crit Volume:	452			140			212			89		
Crit Moves:	****			****			****			****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	141	798	434	146	607	61	80	185	202	375	227	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	798	434	146	607	61	80	185	202	375	227	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	798	434	146	607	61	80	185	202	375	227	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	798	434	146	607	61	80	185	202	375	227	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	155	798	434	161	607	61	88	185	202	413	227	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.82	0.18	2.00	2.00	1.00	2.00	1.28	0.72
Final Sat.:	2805	2805	1403	2805	2549	256	2805	2805	1403	2805	1789	1016
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.31	0.06	0.24	0.24	0.03	0.07	0.14	0.15	0.13	0.13
Crit Volume:		399			80				202	206		
Crit Moves:		****			****				****	****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	245	898	88	295	904	132	198	737	140	111	768	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	898	88	295	904	132	198	737	140	111	768	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	898	88	295	904	132	198	737	140	111	768	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	898	88	295	904	132	198	737	140	111	768	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	898	88	295	904	132	198	737	140	111	768	226
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.06	0.21	0.32	0.09	0.14	0.26	0.10	0.08	0.27	0.16
Crit Volume:	449			295			198			384		
Crit Moves:	****			****			****			****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	223	993	103	172	837	183	165	688	148	99	635	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	993	103	172	837	183	165	688	148	99	635	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	993	103	172	837	183	165	688	148	99	635	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	993	103	172	837	183	165	688	148	99	635	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	993	103	172	837	183	165	688	148	99	635	127
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.07	0.12	0.30	0.13	0.12	0.25	0.11	0.07	0.23	0.09
Crit Volume:		497			172			165			318	
Crit Moves:		****			****			****			****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	176	966	157	237	656	145	138	780	104	115	804	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	966	157	237	656	145	138	780	104	115	804	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	966	157	237	656	145	138	780	104	115	804	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	966	157	237	656	145	138	780	104	115	804	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	966	157	237	656	145	138	780	104	115	804	203
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.11	0.17	0.23	0.10	0.10	0.28	0.07	0.08	0.29	0.14
Crit Volume:		483			237			138			402	
Crit Moves:		****			****			****			****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	D

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	218	831	133	114	561	152	217	737	149	98	708	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	831	133	114	561	152	217	737	149	98	708	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	831	133	114	561	152	217	737	149	98	708	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	831	133	114	561	152	217	737	149	98	708	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	831	133	114	561	152	217	737	149	98	708	120
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.71	0.29
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2333	472	1403	2398	407
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.09	0.08	0.20	0.11	0.15	0.32	0.32	0.07	0.30	0.30
Crit Volume:	416			114			217			414		
Crit Moves:	****			****			****			****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	105	660	142	298	443	68	176	1008	127	234	510	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	660	142	298	443	68	176	1008	127	234	510	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	660	142	298	443	68	176	1008	127	234	510	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	660	142	298	443	68	176	1008	127	234	510	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	105	660	142	298	443	68	194	1008	127	257	510	224
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.10	0.21	0.16	0.05	0.07	0.36	0.09	0.09	0.18	0.16
Crit Volume:		330		298				504		129		
Crit Moves:		****		****				****		****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	68	609	54	109	260	445	105	831	1	63	722	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	609	54	109	260	445	105	831	1	63	722	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	609	54	109	260	445	105	831	1	63	722	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	609	54	109	260	445	105	831	1	63	722	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	609	54	109	260	490	105	831	1	63	722	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.04	1.96	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2526	224	1375	1431	2694	1375	2747	3	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.08	0.18	0.18	0.08	0.30	0.30	0.05	0.26	0.15
Crit Volume:		332			250			416			63	
Crit Moves:		****			****			****			****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	111	0	60	0	0	0	0	432	256	34	542	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	0	60	0	0	0	0	432	256	34	542	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	0	60	0	0	0	0	432	256	34	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	0	60	0	0	0	0	432	256	34	542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	0	60	0	0	0	0	432	256	34	542	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.14	0.17	0.02	0.18	0.00
Crit Volume:	61				0				256	34		
Crit Moves:	****								****	****		

Existing Plus Project PM

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name:	N Hollywood Way NB						San Fernando Rd WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0	0 0	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	2106	182	0	0	0	0	0	0	0	0	352
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.6]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	2 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0 0	0	0	0 1110		109	0 0	0	207	0 0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 0	0	0	0 1110		109	0 0	0	207	0 0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 0	0	0	0 1110		0	0 0	0	207	0 0	0	0
Reduct Vol:	0 0	0	0	0 0		0	0 0	0	0	0 0	0	0
FinalVolume:	0 0	0	0	0 1110		0	0 0	0	207	0 0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	370	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	680	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	680	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx	
LOS by Move:	* *	*	*	*	*	*	*	B	*	*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	* *	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			12.6			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.265
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	114	0	25	0	0	0	0	509	196	48	579	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	0	25	0	0	0	0	509	196	48	579	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	0	25	0	0	0	0	509	196	48	579	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	25	0	0	0	0	509	196	48	579	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	0	25	0	0	0	0	509	196	48	579	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.17	0.83	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3249	1251	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.16	0.03	0.19	0.00
Crit Volume:	114				0			235		48		
Crit Moves:	****							****		****		

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[18.4]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	94	647	0	0	488	24	83	0	231	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	647	0	0	488	24	83	0	231	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	647	0	0	488	24	83	0	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	647	0	0	488	24	83	0	231	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	512	xxxx	xxxxx	xxxx	xxxx	xxxxx	1012	1335	256	xxxx	xxxx	xxxxx
Potent Cap.:	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	155	749	xxxx	xxxx	xxxxx
Move Cap.:	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	141	749	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	352	255	xxxxx	210	241	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	0.31	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	577	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.4			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: A[9.6]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	5	0	249	0	0	0	0	39	2	81	37	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	249	0	0	0	0	39	2	81	37	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	249	0	0	0	0	39	2	81	37	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	249	0	0	0	0	39	2	81	37	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	239	239	40	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	41	xxxx	xxxxx
Potent Cap.:	754	666	1037	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1581	xxxx	xxxxx
Move Cap.:	723	630	1037	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1581	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	1028	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	0	Average Delay (sec/veh):	33.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	130	454	325	129	0	0	0	0	386	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	454	325	129	0	0	0	0	386	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	454	325	129	0	0	0	0	386	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	454	325	129	0	0	0	0	386	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	130	454	325	129	0	0	0	0	386	0	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.22	0.78	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	132	461	493	528	0	0	0	0	1298	-453	79
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.99	0.99	0.66	0.24	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.47
Crit Moves:			****	****								****
Delay/Veh:	0.0	57.7	57.7	22.6	11.6	0.0	0.0	0.0	0.0	16.8	17.1	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	57.7	57.7	22.6	11.6	0.0	0.0	0.0	0.0	16.8	17.1	17.1
LOS by Move:	*	F	F	C	B	*	*	*	*	C	C	C
ApproachDel:		57.7			19.4			xxxxxx			16.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		57.7			19.4			xxxxxx			16.7	
LOS by Appr:		F			C			*			C	
AllWayAvgQ:	8.0	8.0	8.0	1.7	0.3	0.0	0.0	0.0	0.0	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[13.2]

Street Name:	N San Fernando Blvd								Winova							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	0	1 0	0	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	57	415		0 0	405			24	42			0 87	0			0 0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00			1.00 1.00	1.00			1.00 1.00
Initial Bse:	57	415		0 0	405			24	42			0 87	0			0 0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00			1.00 1.00	1.00			1.00 1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00			1.00 1.00	1.00			1.00 1.00
PHF Volume:	57	415		0 0	405			24	42			0 87	0			0 0
Reduct Vol:	0	0		0 0	0			0	0			0 0	0			0 0
FinalVolume:	57	415		0 0	405			24	42			0 87	0			0 0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5			6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0			3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	429	xxxx	xxxxx	xxxx	xxxx	xxxxx		739	946			417	xxxx	xxxx	xxxxx	
Potent Cap.:	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx		388	264			640	xxxx	xxxx	xxxxx	
Move Cap.:	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx		373	250			640	xxxx	xxxx	xxxxx	
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx		0.11	0.00			0.14	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx			0.2	xxxx	xxxx	xxxxx	
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx			11.0	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		*	*		*	*	*			B	*		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	474	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.7	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	14.3	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*		*	*	B		*		*		*	*
ApproachDel:	xxxxxx				xxxxxx				13.2				xxxxxx			
ApproachLOS:	*				*				B				*			

Note: Queue reported is the number of cars per lane.

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.176
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	100	36	11	6	41	30	17	59	37	8	118	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	36	11	6	41	30	17	59	37	8	118	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	36	11	6	41	30	17	59	37	8	118	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	36	11	6	41	30	17	59	37	8	118	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	36	11	6	41	30	17	59	37	8	118	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.24	0.07	0.08	0.53	0.39	0.30	1.05	0.65	0.11	1.68	0.21
Final Sat.:	1020	367	112	117	799	584	451	1566	982	170	2511	319
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.05	0.04	0.04	0.04	0.05	0.05	0.05
Crit Volume:	100					77	17				70	
Crit Moves:	****					****	****				****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	108	134	122	30	60	28	14	144	35	34	176	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	134	122	30	60	28	14	144	35	34	176	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	134	122	30	60	28	14	144	35	34	176	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	134	122	30	60	28	14	144	35	34	176	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	134	122	30	60	28	14	144	35	34	176	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.37	0.33	0.25	0.51	0.24	1.00	0.80	0.20	1.00	0.87	0.13
Final Sat.:	445	552	503	381	763	356	1500	1207	293	1500	1300	200
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.08	0.08	0.08	0.01	0.12	0.12	0.02	0.14	0.14
Crit Volume:			364		30			14			203	
Crit Moves:			****		****			****			****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	0	1	2	106	0	151	36	332	0	1	378	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	106	0	151	36	332	0	1	378	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	106	0	151	36	332	0	1	378	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	106	0	151	36	332	0	1	378	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	106	0	151	36	332	0	1	378	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.75	0.25
Final Sat.:	0	475	950	1425	0	1425	1425	2850	0	1425	2488	362
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.11	0.03	0.12	0.00	0.00	0.15	0.15
Crit Volume:		3				151	36				217	
Crit Moves:		****				****	****				****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	52	0	19	114	243	0	0	463	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	19	114	243	0	0	463	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	0	19	114	243	0	0	463	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	19	114	243	0	0	463	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	52	0	19	114	243	0	0	463	205
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.73	0.00	0.27	1.00	2.00	0.00	0.00	1.39	0.61
Final Sat.:	0	0	0	1044	0	381	1425	2850	0	0	1975	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.08	0.09	0.00	0.00	0.23	0.23
Crit Volume:	0					71	114				334	
Crit Moves:						****	****				****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	36	0	266	0	320	0	0	479	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	266	0	320	0	0	479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	266	0	320	0	0	479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	266	0	320	0	0	479	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	266	0	320	0	0	479	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.18	0.00	0.11	0.00	0.00	0.16	0.00
Crit Volume:	0					266	0				240	
Crit Moves:						****	****				****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	454	511	244	722	482	138	109	1303	294	279	1247	526
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	511	244	722	482	138	109	1303	294	279	1247	526
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	511	244	722	482	138	109	1303	294	279	1247	526
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	511	244	722	482	138	109	1303	294	279	1247	526
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	499	511	244	794	482	138	120	1303	294	307	1247	526
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.49	1.51	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3491	2119	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.17	0.23	0.23	0.10	0.04	0.31	0.21	0.11	0.30	0.38
Crit Volume:		256			319			434			153	
Crit Moves:		****			****			****			****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	275	0	39	445	71	316	0	1824	409	19	1480	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	39	445	71	316	0	1824	409	19	1480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	39	445	71	316	0	1824	409	19	1480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	39	445	71	316	0	1824	409	19	1480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	0	39	490	71	316	0	1824	409	19	1480	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.75	0.25	1.00	0.00	2.45	0.55	1.00	3.00	0.00
Final Sat.:	1425	0	1425	2489	361	1425	0	3492	783	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.03	0.20	0.20	0.22	0.00	0.52	0.52	0.01	0.35	0.00
Crit Volume:	275					316			744	19		
Crit Moves:	****					****			****	****		

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 2	0 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	466	0	0	637	0	1505	0	0	1104	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	466	0	0	637	0	1505	0	0	1104	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	466	0	0	0	0	1505	0	0	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	466	0	0	0	0	1505	0	0	1104	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	513	0	0	0	0	1505	0	0	1104	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.37	0.00
Crit Volume:			256	0			0				552	
Crit Moves:			****				****				****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1! 0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	63	1	76	82	251	2	0	675	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	1	76	82	251	2	0	675	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	1	76	82	251	2	0	675	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	1	76	82	251	2	0	675	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	1	76	82	251	2	0	675	53
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	0.99	0.01	0.00	1.85	0.15
Final Sat.:	0	0	0	1425	14	1411	1425	1414	11	0	2643	207
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.07	0.05	0.06	0.18	0.18	0.00	0.26	0.26
Crit Volume:	0				100			82				364
Crit Moves:					****			****				****

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	16	0	675	295	653	0	0	734	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	675	295	653	0	0	734	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	675	295	653	0	0	734	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	675	295	653	0	0	734	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	0	743	295	653	0	0	734	22
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.08	1.08	1.08	1.08	0.92
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	56	0	2576	1316	3069	0	0	2980	77
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.29	0.22	0.21	0.00	0.00	0.25	0.29
Crit Volume:	0					379	295					378
Crit Moves:						****	****					****

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

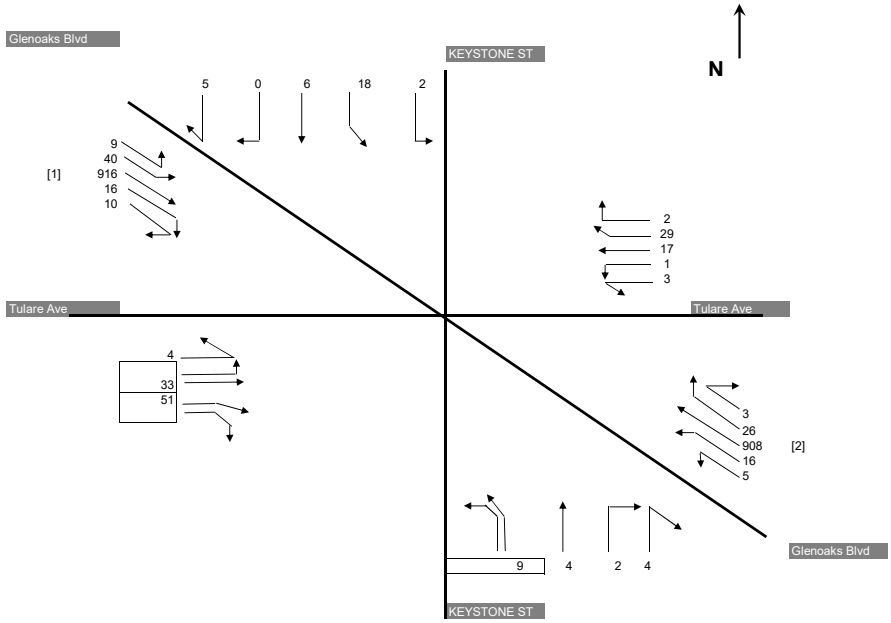
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	150	1110	46	19	711	47	89	10	382	50	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1110	46	19	711	47	89	10	382	50	25	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1110	46	19	711	47	89	10	382	50	25	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1110	46	19	711	47	89	10	382	50	25	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1110	46	19	711	47	89	10	382	50	25	33
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	0.03	0.97	1.00	0.43	0.57
Final Sat.:	1444	2773	115	1444	2888	1444	1444	37	1407	1444	622	821
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.01	0.25	0.03	0.06	0.27	0.27	0.03	0.04	0.04
Crit Volume:	578			19					392	50		
Crit Moves:	****			****					****	****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Existing plus Project - PM Peak Hour



[1] 916.0465465 is the maxiumum SB-TH volume along Glenoaks
[2] 908 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd — Max { (SBT 916 + SBR 26)/2 [Glenoaks Blvd SBT and SBR] + NBL 21/1 [Glenoaks Blvd NBL] = 492 } or { NBT/R 908 + 29)/2 [Glenoaks Blvd NBT and NBR] + SBL 49/1 [Glenoaks Blvd SBL] = 517 }

Critical Volume = 517 per lane
v/c = 0.358

pair 2 Keystone S — Max { (SBL 19 + SBT 6 + SBR 5)/1 [Keystone SBL, SBT, and SBR] + NBL 9/1 [Keystone NBL] = 39 } or { (NBL 9 + NBT 4 + NBR 6)/1 [Keystone NBL, NBT, and NBR] + SBL 19/1 [Keystone SBL] = 38 }

Critical Volume = 39 per lane
v/c = 0.027

pair 3 Tulare Ave — Max { (EBL 4 + EBT 33 + EBR 51)/1 [Tulare Ave EBL, EBT, and EBR] + WBL 4/1 [Tulare Ave WBL] = 92 } or { (WBL 4 + WBT 17 + WBR 31)/1 [Tulare Ave WBL, WBT, and WBR] + EBL 4/1 [Tulare Ave EBL] = 55 }

Critical Volume = 92 per lane
v/c = 0.063

							Loss Time		ATSAC Credit		
V/C =	**0.358**	**+**	**0.027**	**+**	**0.063**	**+**	**0.000**	**-**	**0**	**=**	**0.448**

LOS = A

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

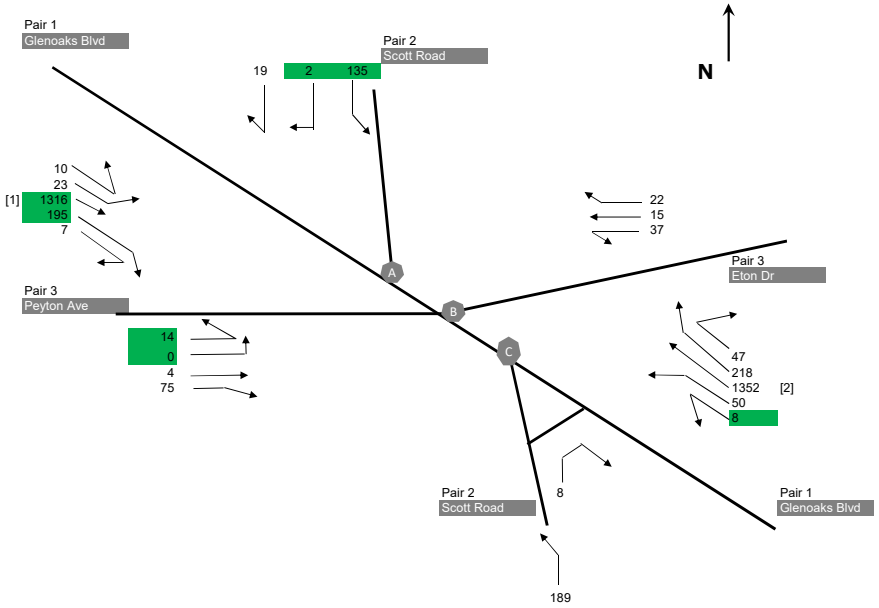
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	128	977	13	21	925	3	4	40	330	16	33	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	977	13	21	925	3	4	40	330	16	33	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	977	13	21	925	3	4	40	330	16	33	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	977	13	21	925	3	4	40	330	16	33	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	977	13	21	925	3	4	40	330	16	33	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.09	0.91	1.00	0.22	0.44	0.34
Final Sat.:	1496	2953	39	1496	2983	10	136	1360	1496	324	667	505
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.01	0.31	0.31	0.03	0.03	0.22	0.05	0.05	0.05
Crit Volume:	0					464			330	16		
Crit Moves:	****					****			****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Existing plus Project - PM Peak Hour



[1] 1315.8837837 is the maxiumum SB-TH volume along Glenoaks
- A SB-TH at Scott Road (SB approach): 1207
- B SB-TH at Peyton Ave & Eton Dr: 1316
- C SB-TH at Scott Road (NB approach): 1254

[2] 1352 is the maxiumum NB-TH volume along Glenoaks
- A NB-TH at Scott Road (SB approach): 1162
- B NB-TH at Peyton Ave & Eton Dr: 1352
- C NB-TH at Scott Road (NB approach): 1236

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { SBT 1315.88 + SBR 202 / 2 (Glenoaks Blvd SB) + NBL 58 / 1 (Glenoaks Blvd NB) = 817 } or { NBT 1352 + NBR 265 / 2 (Glenoaks Blvd NB) + SBL 33 / 1 (Glenoaks Blvd SB) = 841 }

Critical Volume = 841
v/c = 0.583

Pair 2 Scott Road *Permissive Lefts*

Max { SBT 135 + SBR 21 / 1 (Scott Road (All SB Movements)) = 156 } or { NBT 189 + NBR* 0 / 1 (Scott Road (All NB Movements)) = 189 }

*NBR is excluded due to channelization

Critical Volume = 189
v/c = 0.131

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { EBL 14 + EBT 4 + EBR 75 / 1 (Peyton Ave (All EB Movements)) = 93 } and { WBL 37 + WBT 15 + WBR 22 / 1 (Eton Dr (All WB Movements)) = 74 }

Split phase, sum critical volumes

Critical Volume = 167
v/c = 0.116

						Loss Time		**ATSAC Credit**		
V/C =	**0.583**	**+**	**0.131**	**+**	**0.116**	**+**	**0.000**	**-**	**0**	**=**	**0.829**
LOS =		**D**									

						Loss Time		**ATSAC Credit**		
V/C =	**0.507**	**+**	**0.131**	**+**	**0.116**	**+**	**0.000**	**-**	**0**	**=**	**0.754**
LOS =		**C**									

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	2	0	1! 0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	2	902	0	5	0	799	0	0	679	1016
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	902	0	5	0	799	0	0	679	1016
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	2	902	0	5	0	799	0	0	679	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	902	0	5	0	799	0	0	679	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	2	992	0	5	0	799	0	0	679	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.98	0.01	0.01	0.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	1454	4339	0	22	0	4361	0	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.18	0.00	0.00	0.23	0.00
Crit Volume:			2	332			0				340	
Crit Moves:			****	****			****				****	

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	197	1068	56	97	614	131	143	585	88	14	446	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1068	56	97	614	131	143	585	88	14	446	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1068	56	97	614	131	143	585	88	14	446	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1068	56	97	614	131	143	585	88	14	446	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	1068	56	97	614	131	143	585	88	14	446	126
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.87	0.13	1.00	0.78	0.22
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1330	200	1530	1193	337
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.04	0.06	0.20	0.09	0.09	0.44	0.44	0.01	0.37	0.37
Crit Volume:	534			97			143					572
Crit Moves:	****			****			****					****

Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	453	1570	0	0	1300	93	31	0	384	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	1570	0	0	1300	93	31	0	384	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1570	0	0	1300	93	31	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1570	0	0	1300	93	31	0	384	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	453	1570	0	0	1300	93	31	0	422	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.80	0.20	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4069	291	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.36	0.00	0.00	0.32	0.32	0.02	0.00	0.15	0.00	0.00	0.00
Crit Volume:	453					464			211	0		
Crit Moves:	****					****			****			

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	3 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	54	1263	2	3	1326	58	114	0	72	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1263	2	3	1326	58	114	0	72	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1263	2	3	1326	58	114	0	72	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1263	2	3	1326	58	114	0	72	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1263	2	3	1326	58	114	0	72	2	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	3.00	1.00	0.61	0.00	0.39	1.00	0.00	1.00
Final Sat.:	1530	3055	5	1530	4590	1530	938	0	592	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.41	0.00	0.29	0.04	0.12	0.00	0.12	0.00	0.00	0.00
Crit Volume:			633	3					186	2		
Crit Moves:			****	****					****	****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	19	1229	31	77	1282	12	11	0	27	26	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1229	31	77	1282	12	11	0	27	26	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1229	31	77	1282	12	11	0	27	26	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1229	31	77	1282	12	11	0	27	26	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1229	31	77	1282	12	11	0	27	26	0	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2835	72	1454	4320	40	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.05	0.30	0.30	0.01	0.00	0.02	0.02	0.00	0.05
Crit Volume:	630			77			11					67
Crit Moves:	****			****			****					****

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	152	939	87	97	1009	233	228	23	142	63	44	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	939	87	97	1009	233	228	23	142	63	44	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	939	87	97	1009	233	228	23	142	63	44	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	939	87	97	1009	233	228	23	142	63	44	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	939	87	97	1009	233	251	23	142	63	44	125
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.06	0.07	0.36	0.17	0.09	0.02	0.10	0.04	0.03	0.09
Crit Volume:	152				505		125					125
Crit Moves:	****				****		****					****

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	90	861	21	30	1373	18	99	3	64	38	26	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	861	21	30	1373	18	99	3	64	38	26	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	861	21	30	1373	18	99	3	64	38	26	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	861	21	30	1373	18	99	3	64	38	26	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	861	21	30	1373	18	99	3	64	38	26	156
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.14	0.86
Final Sat.:	1454	2838	69	1454	4304	56	1454	65	1388	1454	208	1246
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.02	0.32	0.32	0.07	0.05	0.05	0.03	0.13	0.13
Crit Volume:	90					464	99					182
Crit Moves:	****					****	****					****

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	110	695	84	167	705	185	173	594	80	68	658	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	695	84	167	705	185	173	594	80	68	658	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	695	84	167	705	185	173	594	80	68	658	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	695	84	167	705	185	173	594	80	68	658	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	695	84	167	705	185	173	594	80	68	658	156
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.12	0.25	0.13	0.12	0.21	0.06	0.05	0.23	0.11
Crit Volume:		348			167			173			329	
Crit Moves:		****			****			****			****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	46	646	118	101	636	91	170	536	41	134	532	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	646	118	101	636	91	170	536	41	134	532	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	646	118	101	636	91	170	536	41	134	532	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	646	118	101	636	91	170	536	41	134	532	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	646	118	101	636	91	170	536	41	134	532	84
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2606	199	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.08	0.07	0.23	0.06	0.12	0.21	0.21	0.10	0.19	0.06
Crit Volume:	323			101			170			266		
Crit Moves:	****			****			****			****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	134	603	208	204	596	134	135	574	102	189	565	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	603	208	204	596	134	135	574	102	189	565	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	603	208	204	596	134	135	574	102	189	565	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	603	208	204	596	134	135	574	102	189	565	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	603	208	204	596	134	135	574	102	189	565	202
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.15	0.15	0.21	0.10	0.10	0.20	0.07	0.13	0.20	0.14
Crit Volume:		302			204			287			189	
Crit Moves:		****			****			****			****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	A

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	33	598	55	66	740	111	208	404	57	116	257	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	598	55	66	740	111	208	404	57	116	257	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	598	55	66	740	111	208	404	57	116	257	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	598	55	66	740	111	208	404	57	116	257	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	598	55	66	740	111	229	404	57	116	257	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.04	0.05	0.25	0.08	0.08	0.28	0.04	0.08	0.18	0.04
Crit Volume:	33			370			404			257		
Crit Moves:	****			****			****					

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	64	297	68	63	483	143	137	363	55	72	581	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	297	68	63	483	143	137	363	55	72	581	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	297	68	63	483	143	137	363	55	72	581	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	297	68	63	483	143	137	363	55	72	581	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	297	68	69	483	143	151	363	55	72	581	225
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.74	0.26	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2436	369	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.05	0.02	0.17	0.10	0.05	0.15	0.15	0.05	0.14	0.16
Crit Volume:	64			241			75				225	
Crit Moves:	****			****			****				****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	34	284	3	41	281	295	73	124	30	10	140	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	284	3	41	281	295	73	124	30	10	140	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	284	3	41	281	295	73	124	30	10	140	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	284	3	41	281	295	73	124	30	10	140	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	284	3	41	281	295	73	124	30	10	140	87
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.23	0.77
Final Sat.:	1454	2877	30	1454	2907	1454	1454	2341	566	1454	1793	1114
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.03	0.10	0.20	0.05	0.05	0.05	0.01	0.08	0.08
Crit Volume:	34					295	73					114
Crit Moves:	****					****	****					****

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	3	8	6	11	8	282	288	681	4	6	579	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	8	6	11	8	282	288	681	4	6	579	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	8	6	11	8	282	288	681	4	6	579	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	8	6	11	8	282	288	681	4	6	579	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	8	6	11	8	310	288	681	4	6	579	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.35	0.94	0.71	1.00	1.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	513	1368	1026	1454	1454	2907	1454	4335	25	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.11	0.20	0.16	0.16	0.00	0.20	0.02
Crit Volume:	3					155	288				290	
Crit Moves:	****					****	****				****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	350	0	0	398	0	298	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	350	0	0	398	0	298	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	0	0	398	0	298	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	0	0	398	0	298	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	350	0	0	398	0	298	0	331	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.95	0.00	1.05	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	1350	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.14	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	0				199				315		0	
Crit Moves:	****				****				****			

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	440	4	41	0	0	4	5	366	121	52	487	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	4	41	0	0	4	5	366	121	52	487	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	4	41	0	0	4	5	366	121	52	487	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	4	41	0	0	4	5	366	121	52	487	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	4	41	0	0	4	5	366	121	52	487	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.98	0.02	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2782	23	1403	0	0	1403	1403	2805	1403	1403	2805	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.00	0.00	0.00	0.00	0.13	0.09	0.04	0.17	0.00
Crit Volume:	244				0			183		52		
Crit Moves:	****				****			****		****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 1 0
Volume Module:												
Base Vol:	78	59	64	13	82	16	25	691	114	85	575	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	59	64	13	82	16	25	691	114	85	575	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	59	64	13	82	16	25	691	114	85	575	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	59	64	13	82	16	25	691	114	85	575	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	59	64	13	82	16	25	691	114	85	575	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.48	0.52	0.12	0.74	0.14	1.00	1.72	0.28	1.00	1.98	0.02
Final Sat.:	1444	693	751	169	1067	208	1444	2479	409	1444	2858	30
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.08	0.08	0.08	0.02	0.28	0.28	0.06	0.20	0.20
Crit Volume:	78			111					403	85		
Crit Moves:	****			****					****	****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	92	127	0	0	248	79	148	0	337	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	127	0	0	248	79	148	0	337	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	127	0	0	248	79	148	0	337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	127	0	0	248	79	148	0	337	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	127	0	0	248	79	148	0	337	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.76	0.24	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1081	344	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.00	0.00	0.23	0.23	0.10	0.00	0.24	0.00	0.00	0.00
Crit Volume:	92				327				337		0	
Crit Moves:	****				****				****			

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	D

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	140	0	454	98	392	0	3	172	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	0	454	98	392	0	3	172	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	454	98	392	0	3	172	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	454	98	392	0	3	172	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	140	0	454	98	392	0	3	172	108
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.20	0.80	0.00	0.01	0.61	0.38
Final Sat.:	0	0	0	1425	0	1425	285	1140	0	15	866	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.32	0.34	0.34	0.00	0.20	0.20	0.20
Crit Volume:	0					454		490				283
Crit Moves:						****		****				****

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	B

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 1	0	0	0 1	0	1 0	0 0
Volume Module:												
Base Vol:	377	0	227	0	0	3	0	246	93	87	552	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	0	227	0	0	3	0	246	93	87	552	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	0	227	0	0	3	0	246	93	87	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	0	227	0	0	3	0	246	93	87	552	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	0	227	0	0	3	0	246	93	87	552	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.06	1.06	1.06	1.06	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.73	0.27	1.00	1.00	0.00
Final Sat.:	1391	0	1391	0	0	1391	0	1100	416	1516	1516	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.16	0.00	0.00	0.00	0.00	0.22	0.22	0.06	0.36	0.00
Crit Volume:	377			0			339			552		
Crit Moves:	****			****						****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	102	547	20	9	174	29	66	29	56	5	43	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	547	20	9	174	29	66	29	56	5	43	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	547	20	9	174	29	66	29	56	5	43	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	547	20	9	174	29	66	29	56	5	43	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	547	20	9	174	29	66	29	56	5	43	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.93	0.07	1.00	1.71	0.29	1.00	0.34	0.66	1.00	0.61	0.39
Final Sat.:	1530	2952	108	1530	2623	437	1530	522	1008	1530	940	590
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.01	0.07	0.07	0.04	0.06	0.06	0.00	0.05	0.05
Crit Volume:	284			9			66			70		
Crit Moves:	****			****			****			****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	90	406	500	48	186	14	48	160	125	455	226	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	406	500	48	186	14	48	160	125	455	226	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	406	500	48	186	14	48	160	125	455	226	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	406	500	48	186	14	48	160	125	455	226	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	99	406	500	53	186	14	53	160	125	501	226	195
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00	2.00	1.07	0.93
Final Sat.:	2805	2805	1403	2805	2609	196	2805	2805	1403	2805	1506	1299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.36	0.02	0.07	0.07	0.02	0.06	0.09	0.18	0.15	0.15
Crit Volume:			500	26					125	0		
Crit Moves:			****	****					****	****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	175	602	87	249	538	96	140	593	110	133	588	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	602	87	249	538	96	140	593	110	133	588	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	602	87	249	538	96	140	593	110	133	588	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	602	87	249	538	96	140	593	110	133	588	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	602	87	249	538	96	140	593	110	133	588	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.06	0.18	0.19	0.07	0.10	0.21	0.08	0.09	0.21	0.15
Crit Volume:		301			249			140			294	
Crit Moves:		****			****			****			****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	161	692	103	90	614	116	134	544	108	164	474	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	692	103	90	614	116	134	544	108	164	474	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	692	103	90	614	116	134	544	108	164	474	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	692	103	90	614	116	134	544	108	164	474	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	692	103	90	614	116	134	544	108	164	474	93
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.07	0.06	0.22	0.08	0.10	0.19	0.08	0.12	0.17	0.07
Crit Volume:	161				307			272		164		
Crit Moves:	****				****			****		****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	141	628	164	164	536	139	133	632	126	123	694	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	628	164	164	536	139	133	632	126	123	694	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	628	164	164	536	139	133	632	126	123	694	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	628	164	164	536	139	133	632	126	123	694	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	628	164	164	536	139	133	632	126	123	694	121
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.12	0.12	0.19	0.10	0.09	0.23	0.09	0.09	0.25	0.09
Crit Volume:	314			164			133			347		
Crit Moves:	****			****			****			****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	574	190	78	538	191	184	534	55	85	492	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	574	190	78	538	191	184	534	55	85	492	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	574	190	78	538	191	184	534	55	85	492	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	574	190	78	538	191	184	534	55	85	492	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	574	190	78	538	191	184	534	55	85	492	51
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.81	0.19
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2543	262	1403	2542	263
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.14	0.06	0.19	0.14	0.13	0.21	0.21	0.06	0.19	0.19
Crit Volume:	287			78			184			272		
Crit Moves:	****			****			****			****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	34	456	81	153	473	42	217	535	66	127	285	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	456	81	153	473	42	217	535	66	127	285	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	456	81	153	473	42	217	535	66	127	285	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	456	81	153	473	42	217	535	66	127	285	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	34	456	81	153	473	42	239	535	66	140	285	143
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.11	0.17	0.03	0.09	0.19	0.05	0.05	0.10	0.10
Crit Volume:		228			153			267			70	
Crit Moves:		****			****			****			****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	57	461	125	41	305	331	66	260	2	32	300	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	461	125	41	305	331	66	260	2	32	300	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	461	125	41	305	331	66	260	2	32	300	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	461	125	41	305	331	66	260	2	32	300	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	461	125	41	305	364	66	260	2	32	300	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.37	1.63	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1375	2163	587	1375	1880	2245	1375	2729	21	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.03	0.16	0.16	0.05	0.10	0.10	0.02	0.11	0.05
Crit Volume:	293					223	66				150	
Crit Moves:	****					****	****				****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.318
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	73	0	16	0	0	0	0	325	107	274	665	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	0	16	0	0	0	0	325	107	274	665	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	0	16	0	0	0	0	325	107	274	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	16	0	0	0	0	325	107	274	665	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	0	16	0	0	0	0	325	107	274	665	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.11	0.07	0.18	0.22	0.00
Crit Volume:	40				0			163		274		
Crit Moves:	****							****		****		

Existing Plus Project Midday

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name:	N Hollywood Way NB						San Fernando Rd WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0	0 0	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	1280	74	0	0	0	0	0	0	0	0	421
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Existing Plus Project Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[12.3]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0 0 0			0 0 2 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	1224	124	0	0	153	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1224	124	0	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1224	0	0	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	1224	0	0	0	153	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	408	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	648	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	648	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.273
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	61	0	62	0	0	0	0	354	118	48	694	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	0	62	0	0	0	0	354	118	48	694	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	0	62	0	0	0	0	354	118	48	694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	0	62	0	0	0	0	354	118	48	694	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	0	62	0	0	0	0	354	118	48	694	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.25	0.75	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3375	1125	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.10	0.10	0.03	0.23	0.00
Crit Volume:			62	0			0				347	
Crit Moves:			****				****				****	

Existing Plus Project Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.8]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	69 664	0	0	388	20		29	0	81	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69 664	0	0	388	20		29	0	81	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69 664	0	0	388	20		29	0	81	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	69 664	0	0	388	20		29	0	81	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	408 xxxx xxxxx	xxxx	xxxx	xxxxx			868	1200	204	xxxx	xxxx	xxxxx
Potent Cap.:	1162 xxxx xxxxx	xxxx	xxxx	xxxxx			296	187	809	xxxx	xxxx	xxxxx
Move Cap.:	1162 xxxx xxxxx	xxxx	xxxx	xxxxx			282	176	809	xxxx	xxxx	xxxxx
Total Cap:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			404	285	xxxxx	264	276	xxxxx
Volume/Cap:	0.06 xxxx xxxx	xxxx	xxxx	xxxx			0.07	0.00	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A *	*	*	*			*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	640	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*	*	*			*	B	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				11.8		xxxxxx			
ApproachLOS:	*		*				B		*			

Note: Queue reported is the number of cars per lane.

Existing Plus Project Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: A[8.9]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1!	0	0	0 1 0	0	0
Volume Module:												
Base Vol:	5	0	107	0	0	0	1	20	1	70	29	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	107	0	0	0	1	20	1	70	29	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	107	0	0	0	1	20	1	70	29	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	107	0	0	0	1	20	1	70	29	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	192	192	21	xxxx	xxxx	xxxxx	29	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	802	707	1063	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	774	675	1063	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.10	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1046	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Existing Plus Project Midday

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	1.030
Loss Time (sec):	0	Average Delay (sec/veh):	40.5
Optimal Cycle:	0	Level Of Service:	E

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	391	227	131	92	0	0	0	0	407	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	227	131	92	0	0	0	0	407	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	391	227	131	92	0	0	0	0	407	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	227	131	92	0	0	0	0	407	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	391	227	131	92	0	0	0	0	407	0	51
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.63	0.37	1.00	1.00	0.00	0.00	0.00	0.00	1.78	0.00	0.22
Final Sat.:	0	380	220	487	522	0	0	0	0	1352	-481	107
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.03	1.03	0.27	0.18	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.48
Crit Moves:		****		****								****
Delay/Veh:	0.0	68.8	68.8	12.6	10.9	0.0	0.0	0.0	0.0	16.4	16.6	16.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.8	68.8	12.6	10.9	0.0	0.0	0.0	0.0	16.4	16.6	16.6
LOS by Move:	*	F	F	B	B	*	*	*	*	C	C	C
ApproachDel:		68.8			11.9			xxxxxx			16.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		68.8			11.9			xxxxxx			16.2	
LOS by Appr:		F			B			*			C	
AllWayAvgQ:	10.0	10.0	10.0	0.4	0.2	0.0	0.0	0.0	0.0	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Existing Plus Project Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.4]

Street Name:	N San Fernando Blvd									Winova					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1 0 2	0 0		0 0 0	1 0		0 0 1!	0 1		0 0 0	0 0				
Volume Module:															
Base Vol:	21 894	0		0 315	17		25	0	51	0	0	0			
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	21 894	0		0 315	17		25	0	51	0	0	0			
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	21 894	0		0 315	17		25	0	51	0	0	0			
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0			
FinalVolume:	21 894	0		0 315	17		25	0	51	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1 xxxx xxxxx	xxxxx		xxxx xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2 xxxx xxxxx	xxxxx		xxxx xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	332 xxxx xxxxx	xxxx		xxxx xxxxx			813	1260	324	xxxx	xxxx	xxxxx			
Potent Cap.:	1239 xxxx xxxxx	xxxx		xxxx xxxxx			351	172	722	xxxx	xxxx	xxxxx			
Move Cap.:	1239 xxxx xxxxx	xxxx		xxxx xxxxx			346	169	722	xxxx	xxxx	xxxxx			
Volume/Cap:	0.02 xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.07	0.00	0.07	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.1 xxxx xxxxx	xxxx		xxxx xxxxx	xxxx		xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	8.0 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxx	10.2	xxxxx	xxxx	xxxxx				
LOS by Move:	A *	*		* *	*		*	B	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	470	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	* *	*		* *	*		*	B	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			12.4			xxxxxx					
ApproachLOS:	*			*			B			*					

Note: Queue reported is the number of cars per lane.

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.060
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	14	13	3	3	16	13	9	50	24	2	50	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	13	3	3	16	13	9	50	24	2	50	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	13	3	3	16	13	9	50	24	2	50	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	13	3	3	16	13	9	50	24	2	50	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	13	3	3	16	13	9	50	24	2	50	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.43	0.10	0.09	0.50	0.41	0.22	1.20	0.58	0.07	1.89	0.04
Final Sat.:	700	650	150	141	750	609	325	1807	867	113	2830	57
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.02	0.02	0.02
Crit Volume:	14			32			41			2		
Crit Moves:	****			****			****			****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.167
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	19	10	8	9	22	24	6	151	21	5	152	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	10	8	9	22	24	6	151	21	5	152	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	10	8	9	22	24	6	151	21	5	152	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	10	8	9	22	24	6	151	21	5	152	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	10	8	9	22	24	6	151	21	5	152	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.27	0.22	0.16	0.40	0.44	1.00	0.88	0.12	1.00	0.90	0.10
Final Sat.:	770	405	324	245	600	655	1500	1317	183	1500	1349	151
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.04	0.00	0.11	0.11	0.00	0.11	0.11
Crit Volume:	19					55			172	5		
Crit Moves:	****					****			****	****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.139
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	0	0	0	22	0	24	12	267	0	1	302	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	24	12	267	0	1	302	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	24	12	267	0	1	302	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	24	12	267	0	1	302	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	24	12	267	0	1	302	22
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.86	0.14
Final Sat.:	0	1425	0	1425	0	1425	1425	2850	0	1425	2656	194
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.09	0.00	0.00	0.11	0.11
Crit Volume:	0					24	12				162	
Crit Moves:						****	****				****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.233
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	47	0	10	111	220	0	0	229	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	47	0	10	111	220	0	0	229	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	47	0	10	111	220	0	0	229	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	10	111	220	0	0	229	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	47	0	10	111	220	0	0	229	98
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.82	0.00	0.18	1.00	2.00	0.00	0.00	1.40	0.60
Final Sat.:	0	0	0	1175	0	250	1425	2850	0	0	1996	854
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.08	0.08	0.00	0.00	0.11	0.11
Crit Volume:	0					57	111					164
Crit Moves:						****	****					****

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.221
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	50	0	190	0	282	0	0	225	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	190	0	282	0	0	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	190	0	282	0	0	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	190	0	282	0	0	225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	190	0	282	0	0	225	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.00	0.09	0.00	0.00	0.08	0.00
Crit Volume:	0					190		141		0		
Crit Moves:						****		****		****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	341	489	243	886	411	137	124	1029	244	300	1155	852
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	489	243	886	411	137	124	1029	244	300	1155	852
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	489	243	886	411	137	124	1029	244	300	1155	852
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	489	243	886	411	137	124	1029	244	300	1155	852
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	375	489	243	975	411	137	136	1029	244	330	1155	852
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.81	1.19	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3946	1664	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.17	0.25	0.25	0.10	0.05	0.24	0.17	0.12	0.27	0.61
Crit Volume:		245			0			68				852
Crit Moves:		****			****			****				****

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	158	0	73	430	23	379	0	1867	302	24	1756	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	0	73	430	23	379	0	1867	302	24	1756	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	0	73	430	23	379	0	1867	302	24	1756	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	0	73	430	23	379	0	1867	302	24	1756	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	0	73	473	23	379	0	1867	302	24	1756	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.91	0.09	1.00	0.00	2.58	0.42	1.00	3.00	0.00
Final Sat.:	1425	0	1425	2718	132	1425	0	3680	595	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.05	0.17	0.17	0.27	0.00	0.51	0.51	0.02	0.41	0.00
Crit Volume:	158					379		723		24		
Crit Moves:	****					****		****		****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 2	0 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	426	0	0	643	0	1552	0	0	1504	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	426	0	0	643	0	1552	0	0	1504	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	426	0	0	0	0	1552	0	0	1504	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	426	0	0	0	0	1552	0	0	1504	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	469	0	0	0	0	1552	0	0	1504	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.50	0.00
Crit Volume:			234	0			0				752	
Crit Moves:			****				****				****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.252
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1! 0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	99	1	54	68	186	1	0	372	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	1	54	68	186	1	0	372	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	99	1	54	68	186	1	0	372	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	1	54	68	186	1	0	372	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	1	54	68	186	1	0	372	47
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.33	0.01	0.66	1.00	0.99	0.01	0.00	1.78	0.22
Final Sat.:	0	0	0	1894	17	939	1425	1417	8	0	2530	320
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.05	0.13	0.13	0.00	0.15	0.15
Crit Volume:	0			82			68			210		
Crit Moves:				****			****			****		

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	20	0	386	245	512	0	0	345	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	386	245	512	0	0	345	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	386	245	512	0	0	345	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	386	245	512	0	0	345	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	425	245	512	0	0	345	11
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.02	1.02	1.02	1.02	0.98
Lanes:	0.00	0.00	0.00	0.09	0.00	1.91	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	125	0	2662	1394	2912	0	0	2822	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.18	0.18	0.00	0.00	0.12	0.13
Crit Volume:	0					222	245					178
Crit Moves:						****	****					****

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

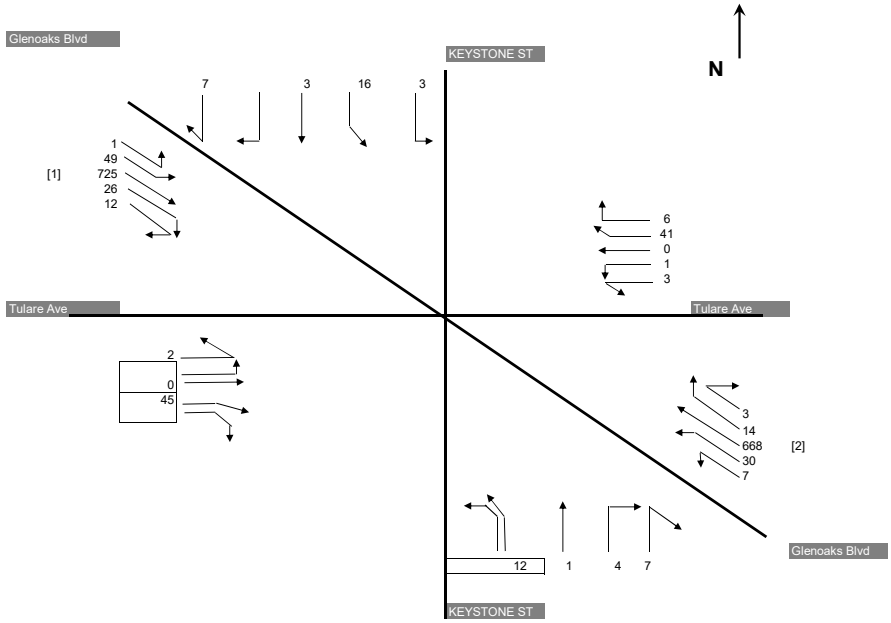
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	185	598	32	12	1248	79	26	12	333	5	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	598	32	12	1248	79	26	12	333	5	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	598	32	12	1248	79	26	12	333	5	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	598	32	12	1248	79	26	12	333	5	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	598	32	12	1248	79	26	12	333	5	1	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	0.03	0.97	1.00	0.50	0.50
Final Sat.:	1444	2741	147	1444	2888	1444	1444	50	1394	1444	722	722
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.01	0.43	0.05	0.02	0.24	0.24	0.00	0.00	0.00
Crit Volume:	185			624			345			5		
Crit Moves:	****			****			****			****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Existing plus Project - Weekend Midday Peak Hour



[1] 724.625 is the maxiumum SB-TH volume along Glenoaks
[2] 668 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd

Max { (SBT 725 + SBR 38)/2 Glenoaks Blvd SBT and SBR + NBL 37/1 Glenoaks Blvd NBL = 418 } or { (NBT/R 668 + 17)/2 Glenoaks Blvd NBT and NBR + SBL 50/1 Glenoaks Blvd SBL = 393 }

Critical Volume = 418 per lane
v/c = 0.290

pair 2 Keystone S

Max { (SBL 19 + SBT 3 + SBR 7)/1 Keystone SBL, SBT, and SBR + NBL 12/1 Keystone NBL = 41 } or { (NBL 12 + NBT 1 + NBR 11)/1 Keystone NBL, NBT, and NBR + SBL 19/1 Keystone SBL = 43 }

Critical Volume = 43 per lane
v/c = 0.030

pair 3 Tulare Ave

Max { (EBL 2 + EBT 0 + EBR 45)/1 Tulare Ave EBL, EBT, and EBR + WBL 4/1 Tulare Ave WBL = 51 } or { (WBL 4 + WBT 0 + WBR 47)/1 Tulare Ave WBL, WBT, and WBR + EBL 2/1 Tulare Ave EBL = 53 }

Critical Volume = 53 per lane
v/c = 0.037

							Loss Time		ATSAC Credit			
V/C =	**0.290**	**+**	**0.030**	**+**	**0.037**	**+**	**0.000**	**-**	**0**	**=**	**0.356**	
LOS =	**A**											

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

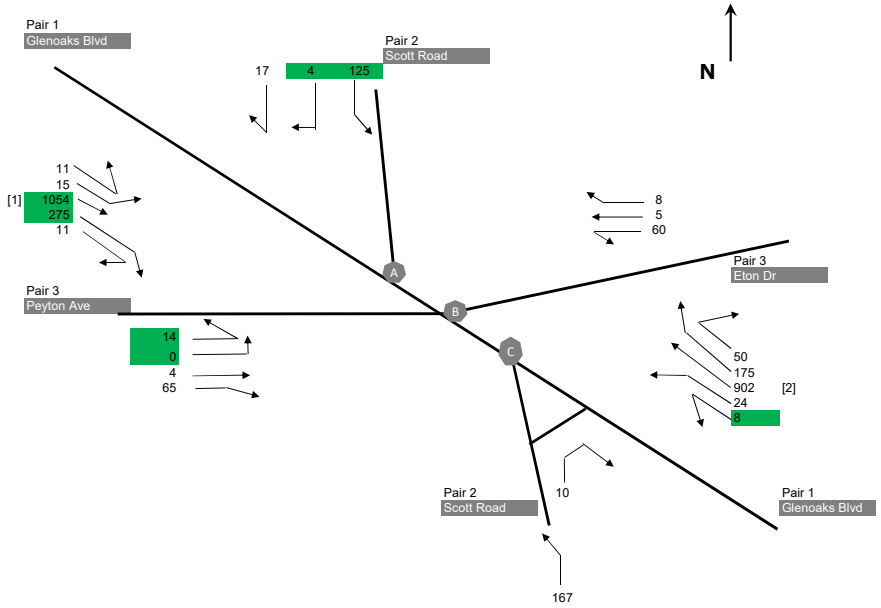
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	80	696	17	16	651	5	5	13	321	17	23	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	696	17	16	651	5	5	13	321	17	23	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	696	17	16	651	5	5	13	321	17	23	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	696	17	16	651	5	5	13	321	17	23	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	696	17	16	651	5	5	13	321	17	23	27
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.95	0.05	1.00	1.98	0.02	0.28	0.72	1.00	0.25	0.34	0.41
Final Sat.:	1496	2921	71	1496	2970	23	416	1081	1496	380	514	603
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.01	0.22	0.22	0.01	0.01	0.21	0.04	0.04	0.04
Crit Volume:	0			328					321	17		
Crit Moves:	****			****					****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Existing plus Project - Weekend Midday Peak Hour



[1] 1053.525 is the maxiumum SB-TH volume along Glenoaks
- A SB-TH at Scott Road (SB approach): 958
- B SB-TH at Peyton Ave & Eton Dr: 1054
- C SB-TH at Scott Road (NB approach): 908

[2] 902 is the maxiumum NB-TH volume along Glenoaks
- A NB-TH at Scott Road (SB approach): 749
- B NB-TH at Peyton Ave & Eton Dr: 902
- C NB-TH at Scott Road (NB approach): 808

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { SBT 1053.53 + SBR 286 / 2 (Glenoaks Blvd SB) + NBL 32 / 1 (Glenoaks Blvd NB) = 702 } or { NBT 902 + NBR 225 / 2 (Glenoaks Blvd NB) + SBL 26 / 1 (Glenoaks Blvd SB) = 590 }

Critical Volume = 702
v/c = 0.486

Pair 2 Scott Road *Permissive Lefts*

Max { SBT 125 + SBR 21 / 1 (Scott Road (All SB Movements)) = 146 } or { NBT 167 + NBR* 0 / 1 (Scott Road (All NB Movements)) = 167 }

*NBR is excluded due to channelization

Critical Volume = 167
v/c = 0.116

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { EBL 14 + EBT 4 + EBR 65 / 1 (Peyton Ave (All EB Movements)) = 83 } and { WBL 60 + WBT 5 + WBR 8 / 1 (Eton Dr (All WB Movements)) = 73 }

Split phase, sum critical volumes

Critical Volume = 156
v/c = 0.108

						Loss Time		**ATSAC Credit**		
V/C =	**0.486**	**+**	**0.116**	**+**	**0.108**	**+**	**0.000**	**-**	**0**	**=**	**0.710**
LOS =		**C**									

							Loss Time		ATSAC Credit		
V/C =	0.415	+	0.116	+	0.108	+	0.000	-	0	=	0.639
LOS =		B									

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	2	0	1! 0	0	0	2	1 0	0 0	1 1 1
Volume Module:												
Base Vol:	0	0	0	778	0	10	0	611	0	0	678	816
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	778	0	10	0	611	0	0	678	816
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	778	0	10	0	611	0	0	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	778	0	10	0	611	0	0	678	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	856	0	10	0	611	0	0	678	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.97	xxxx	0.03	0.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	1454	4310	0	50	0	4361	0	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.14	0.00	0.00	0.23	0.00
Crit Volume:			0	289			0				339	
Crit Moves:				****			****				****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	80	702	48	76	662	93	131	246	76	44	238	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	702	48	76	662	93	131	246	76	44	238	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	702	48	76	662	93	131	246	76	44	238	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	702	48	76	662	93	131	246	76	44	238	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	702	48	76	662	93	131	246	76	44	238	92
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24	1.00	0.72	0.28
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1169	361	1530	1103	427
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.03	0.05	0.22	0.06	0.09	0.21	0.21	0.03	0.22	0.22
Crit Volume:	351			76			131				330	
Crit Moves:	****			****			****				****	

Existing Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2	1 0	1 0	0	0 2	0 0	0	0 0
Volume Module:												
Base Vol:	214	1010	0	0	843	30	20	0	282	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1010	0	0	843	30	20	0	282	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1010	0	0	843	30	20	0	282	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1010	0	0	843	30	20	0	282	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	214	1010	0	0	843	30	20	0	310	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.90	0.10	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4211	150	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.20	0.20	0.01	0.00	0.11	0.00	0.00	0.00
Crit Volume:	214					291			155	0		
Crit Moves:	****					****			****			

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
1	North-South Street:	Hollywood Way	East-West Street:	I-5 NB Ramps		
	Scenario:	Existing Plus Project				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	414	1	**262**	959	1	**514**
	Left-Through		1			1	
	Through	372	1	262	585	1	514
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	748	2	**374**	276	2	138
	Through-Right		0			0	
	Right	145	1	144	153	1	**152**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	479	1	**273**	230	1	**205**
	Left-Through		0			0	
	Through	0	0	0	1	0	0
	Through-Right		0			0	
	Right	66	0	273	181	0	205
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	636		*North-South:*	666
			East-West:	273		*East-West:*	205
			SUM:	909		*SUM:*	871
VOLUME/CAPACITY *(V/C)* RATIO:				0.638			0.611
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.538**			**0.511**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St
	Scenario:	Existing Plus Project		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	**0**	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	31	0	**31**		16	0	16	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	321	1	0		675	1	**199**	
	Left-Through-Right		0				0		
	Left-Right		1				1		
EASTBOUND	Left	549	1	**549**		295	1	**295**	
	Left-Through		0				0		
	Through	1197	2	599		653	2	326	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	348	1	**181**		734	1	**378**	
	Through-Right		1				1		
	Right	13	0	13		22	0	22	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	31			*North-South:*	199	
			East-West:	730			*East-West:*	673	
			SUM:	761			*SUM:*	872	
VOLUME/CAPACITY *(V/C)* RATIO:				0.534				0.612	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.434**				**0.512**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St	
	Scenario:	Existing Plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	109	1	108
	Left-Through		0			0	
	Through	646	2	323	1017	2	**508**
	Through-Right		0			0	
	Right	153	1	121	100	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	354	1	354	235	1	**235**
	Left-Through		0			0	
	Through	1160	2	**580**	841	2	421
	Through-Right		0			0	
	Right	116	1	60	153	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	112	91	1	**91**
	Left-Through		0			0	
	Through	1190	2	**595**	709	2	355
	Through-Right		0			0	
	Right	148	1	98	121	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	**65**	138	1	138
	Left-Through		0			0	
	Through	504	1	338	955	1	**647**
	Through-Right		1			1	
	Right	172	0	172	339	0	339
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	743
			East-West:	660		*East-West:*	738
			SUM:	1340		*SUM:*	1481
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			1.039
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.840**			**0.939**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
49	North-South Street:	Vineland Ave	East-West Street:	Victory Blvd	
	Scenario:	Existing Plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	132	1	132
	Left-Through		0			0	
	Through	610	2	305	865	2	**433**
	Through-Right		0			0	
	Right	117	1	64	146	1	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	225	1	225	162	1	**162**
	Left-Through		0			0	
	Through	1099	2	**549**	773	2	386
	Through-Right		0			0	
	Right	80	1	25	115	1	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	112	1	**112**
	Left-Through		0			0	
	Through	1128	2	**424**	803	2	299
	Through-Right		1			1	
	Right	145	0	144	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	**104**	162	1	162
	Left-Through		0			0	
	Through	553	2	232	1107	2	**448**
	Through-Right		1			1	
	Right	145	0	144	238	0	238
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	628		*North-South:*	595
			East-West:	528		*East-West:*	560
			SUM:	1156		*SUM:*	1155
VOLUME/CAPACITY *(V/C)* RATIO:				0.771			0.770
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.671**			**0.670**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
50	North-South Street:	Glenoaks Blvd	East-West Street:	Cohasset St	
	Scenario:	Existing Plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	198	1	**198**		150	1	150	
	Left-Through		0				0		
	Through	608	1	324		1110	1	**578**	
	Through-Right		1				1		
	Right	40	0	40		46	0	46	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	22	1	22		19	1	**18**	
	Left-Through		0				0		
	Through	1178	2	**589**		711	2	356	
	Through-Right		0				0		
	Right	75	1	51		47	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	24	1	24		89	1	88	
	Left-Through		0				0		
	Through	20	0	**365**		10	0	**392**	
	Through-Right		1				1		
	Right	345	0	0		382	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	6	1	**6**		50	1	**50**	
	Left-Through		0				0		
	Through	2	0	6		25	0	57	
	Through-Right		1				1		
	Right	4	0	0		33	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	787			North-South:	596	
			East-West:	371			East-West:	442	
			SUM:	1158			SUM:	1038	
VOLUME/CAPACITY (V/C) RATIO:				0.842				0.755	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.742**				**0.655**	
LEVEL OF SERVICE (LOS):				**C**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
56	Northwest-Southeast:	San Fernando Rd	East-North:	Strathern St EB/Clybourn Av
	Scenario:	Existing plus Project		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	2
		EB-- 2	WB--	0	EB-- 2	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHWESTBOUND	Left	255	1	**255**	449	1	**449**
	Left-Through		0			0	
	Through	131	2	66	395	2	198
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHEASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	708	1	**430**	177	1	**151**
	Through-Right		1			1	
	Right	152	0	152	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	320	0	**403**	113	0	**156**
	Through-Right		0			0	
	Right	75	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
NORTHBOUND	Left	25	1	25	30	1	30
	Left-Through		0			0	
	Through	50	1	50	153	1	153
	Through-Right		1			1	
	Right	423	0	**423**	334	0	**334**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*Northwest-Southeast:*	685		*Northwest-Southeast:*	600
			East-North:	826		*East-North:*	490
			SUM:	1511		*SUM:*	1090
	VOLUME/CAPACITY *(V/C)* RATIO:			1.099			0.793
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.999**			**0.693**
	LEVEL OF SERVICE (LOS):			**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
57	North-South Street:	San Fernando Rd	East-West Street:	Sunland Bl		
	Scenario:	Existing plus Project				
	Count Date:	January 2018	Analyst:	<Fehr & Peers>	Date:	2018

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	27	45	1	**45**
	Left-Through		0			0	
	Through	806	1	**419**	871	1	443
	Through-Right		1			1	
	Right	32	0	32	14	0	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	308	1	**308**	151	1	151
	Left-Through		0			0	
	Through	931	1	492	1074	1	**578**
	Through-Right		1			1	
	Right	52	0	52	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	112	105	1	**105**
	Left-Through		0			0	
	Through	501	1	**307**	170	1	152
	Through-Right		1			1	
	Right	113	0	113	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	**23**	40	1	40
	Left-Through		0			0	
	Through	99	1	86	306	1	**253**
	Through-Right		1			1	
	Right	72	0	72	199	0	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	727		North-South:	623
			East-West:	330		East-West:	358
			SUM:	1057		SUM:	981
VOLUME/CAPACITY (V/C) RATIO:				0.769			0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.669**			**0.613**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
58	North-South Street:	Vineland Av	East-West Street:	Strathern St		
	Scenario:	Existing plus Project				
	Count Date:	January 2018	Analyst:	<Fehr & Peers>	Date:	2018

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	**106**	130	1	**130**
	Left-Through		0			0	
	Through	769	2	385	918	2	459
	Through-Right		0			0	
	Right	75	1	22	59	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	67	55	1	55
	Left-Through		0			0	
	Through	898	2	**449**	998	2	**499**
	Through-Right		0			0	
	Right	107	1	22	203	1	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	154	1	**154**
	Left-Through		0			0	
	Through	362	1	**362**	148	1	148
	Through-Right		0			0	
	Right	151	1	98	127	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	106	1	**106**	72	1	72
	Left-Through		0			0	
	Through	179	1	179	240	1	**240**
	Through-Right		0			0	
	Right	64	1	31	48	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	629
			East-West:	468		*East-West:*	394
			SUM:	1023		*SUM:*	1023
VOLUME/CAPACITY *(V/C)* RATIO:				0.682			0.682
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.582**			**0.582**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
59	North-South Street:	Tujunga Av	East-West Street:	Vanowen St
	Scenario:	Existing plus Project		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	100	1	100
	Left-Through		0			0	
	Through	377	1	**231**	566	1	**313**
	Through-Right		1			1	
	Right	84	0	84	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	191	1	**191**	138	1	**138**
	Left-Through		0			0	
	Through	591	2	296	392	2	196
	Through-Right		0			0	
	Right	122	1	73	136	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	1	99	112	1	**112**
	Left-Through		0			0	
	Through	1211	1	**660**	802	1	454
	Through-Right		1			1	
	Right	108	0	108	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	**41**	119	1	119
	Left-Through		0			0	
	Through	592	1	352	1018	1	**599**
	Through-Right		1			1	
	Right	112	0	112	179	0	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	422		North-South:	451
			East-West:	701		East-West:	711
			SUM:	1123		SUM:	1162
	VOLUME/CAPACITY (V/C) RATIO:			0.749			0.775
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.649**			**0.675**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
61	North-South Street:	Barham Bl	East-West Street:	Lakeside Plaza/Forest Lawn Dr
	Scenario:	Existing plus Project		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 0	WB--		1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	19	1	19
	Left-Through		0			0	
	Through	1740.46	2	**870**	1354.72	2	**678**
	Through-Right		0			0	
	Right	760	1	483	957	1	598
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	291	1	**291**	218	1	**218**
	Left-Through		0			0	
	Through	1300.478	2	650	#########	2	688
	Through-Right		0			0	
	Right	190	1	171	64	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	39	1	**39**	89	1	89
	Left-Through		0			0	
	Through	25	1	16	179	1	**90**
	Through-Right		1			1	
	Right	22	1	0	47	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	503	1	**277**	652	1	**359**
	Left-Through		1			1	
	Through	141	1	141	20	1	20
	Through-Right		0			0	
	Right	162	1	0	326	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1161		*North-South:*	896
			East-West:	316		*East-West:*	449
			SUM:	1477		*SUM:*	1345
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			0.944
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.936**			**0.844**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: Avion
North-South Street: Hollywood Way **East-West Street:** I-5 NB Ramps
Scenario: Existing plus Project
Count Date: 2017 **Analyst:** <Fehr & Peers> **Date:** 2017

				Weekend
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	0	*SB--*	0
	EB--	0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	720	1	**391**
	Left-Through		1	
	Through	452	1	391
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	321	2	**161**
	Through-Right		0	
	Right	99	1	99
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	299	1	**199**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	99	0	199
	Left-Through-Right		0	
	Left-Right		1	
CRITICAL VOLUMES		*North-South:*		552
		East-West:		199
			SUM:	751
VOLUME/CAPACITY *(V/C)* RATIO:				0.527
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St	
	Scenario:	Existing plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

					Weekend
No. of Phases					3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	20	0	20
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	386	1	**81**
	Left-Through-Right		0	
	Left-Right		1	
EASTBOUND	Left	245	1	**245**
	Left-Through		0	
	Through	512	2	256
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	345	1	**178**
	Through-Right		1	
	Right	11	0	11
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		81
		East-West:		423
		SUM:		504
VOLUME/CAPACITY (V/C) RATIO:				0.354
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.254**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St	
	Scenario:	Existing plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

					Weekend
No. of Phases					3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	101
	Left-Through		0	
	Through	703	2	**352**
	Through-Right		0	
	Right	115	1	62
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	191	1	**191**
	Left-Through		0	
	Through	663	2	332
	Through-Right		0	
	Right	149	1	86
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	127	1	**127**
	Left-Through		0	
	Through	553	2	277
	Through-Right		0	
	Right	122	1	72
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	107	1	107
	Left-Through		0	
	Through	513	1	**352**
	Through-Right		1	
	Right	190	0	190
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		543
		East-West:		479
		SUM:		1022
VOLUME/CAPACITY (V/C) RATIO:				0.717
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.617**
LEVEL OF SERVICE (LOS):				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
49	North-South Street:	Vineland Ave	East-West Street:	Victory Blvd	
	Scenario:	Existing plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend
No. of Phases				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113
	Left-Through		0	
	Through	627	2	**314**
	Through-Right		0	
	Right	123	1	69
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	167	1	**167**
	Left-Through		0	
	Through	595	2	298
	Through-Right		0	
	Right	151	1	87
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	129	1	**129**
	Left-Through		0	
	Through	596	2	230
	Through-Right		1	
	Right	95	0	95
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	109	1	109
	Left-Through		0	
	Through	774	2	**321**
	Through-Right		1	
	Right	188	0	188
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		481
		East-West:		450
		SUM:		931
VOLUME/CAPACITY (V/C) RATIO:				0.621
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.521**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
50	North-South Street:	Glenoaks Blvd	East-West Street:	Cohasset St	
	Scenario:	Existing plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

					Weekend
No. of Phases					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		3
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	**185**
	Left-Through		0	
	Through	598	1	315
	Through-Right		1	
	Right	32	0	32
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	12	1	12
	Left-Through		0	
	Through	####	2	**624**
	Through-Right		0	
	Right	79	1	53
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	26	1	26
	Left-Through		0	
	Through	12	0	**345**
	Through-Right		1	
	Right	333	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	5	1	**5**
	Left-Through		0	
	Through	1	0	2
	Through-Right		1	
	Right	1	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		809
		East-West:		350
		SUM:		1159
VOLUME/CAPACITY (V/C) RATIO:				0.843
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.743**
LEVEL OF SERVICE (LOS):				**C**

Version: 1i Beta; 8/4/2011

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
56	*Northwest-Southeast:*	San Fernando Rd	*East-North:*	Strathern St EB/Clybourn Av
	Scenario:	Existing Plus Project		
	Count Date:	Jan 2018	**Analyst:** <Fehr & Peers>	**Date:** 2018

					Weekend
No. of Phases					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	0	*SB--*		2
	EB--	2	*WB--*		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHWESTBOUND	Left	248	1	**248**
	Left-Through		0	
	Through	191	2	96
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHEASTBOUND	Left	0	0	0
	Left-Through		0	
	Through	127	1	**104**
	Through-Right		1	
	Right	81	0	81
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	7	0	7
	Left-Through		0	
	Through	87	0	**121**
	Through-Right		0	
	Right	27	0	0
	Left-Through-Right		1	
	Left-Right		0	
NORTHBOUND	Left	15	1	15
	Left-Through		0	
	Through	57	1	57
	Through-Right		1	
	Right	217	0	**217**
	Left-Through-Right		0	
	Left-Right		0	

CRITICAL VOLUMES	*Northwest-Southeast:*	352
	East-North:	338
	SUM:	690
VOLUME/CAPACITY *(V/C)* RATIO:		0.502
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.402**
LEVEL OF SERVICE (LOS):		**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
57	*North-South Street:*	San Fernando Rd	*East-West Street:*	Sunland Bl	
	Scenario:	Existing Plus Project			
	Count Date:	Jan 2018	**Analyst:**	<Fehr & Peers>	**Date:** 2018

		Weekend				
	No. of Phases					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	0	*SB--*		0
		EB--	0	*WB--*		0
	ATSAC-1 or ATSAC+ATCS-2?					2
	Override Capacity					0
	MOVEMENT	**Volume**			**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	44			1	44
	Left-Through				0	
	Through	775			1	**395**
	Through-Right				1	
	Right	15			0	15
	Left-Through-Right				0	
	Left-Right				0	
SOUTHBOUND	Left	115			1	**115**
	Left-Through				0	
	Through	869			1	461
	Through-Right				1	
	Right	53			0	53
	Left-Through-Right				0	
	Left-Right				0	
EASTBOUND	Left	108			1	**108**
	Left-Through				0	
	Through	111			1	110
	Through-Right				1	
	Right	108			0	108
	Left-Through-Right				0	
	Left-Right				0	
WESTBOUND	Left	38			1	38
	Left-Through				0	
	Through	128			1	**115**
	Through-Right				1	
	Right	101			0	101
	Left-Through-Right				0	
	Left-Right				0	
	CRITICAL VOLUMES	*North-South:*				510
		East-West:				223
				SUM:		733
	VOLUME/CAPACITY *(V/C)* RATIO:					0.533
	V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.433**
	LEVEL OF SERVICE (LOS):					**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
58	*North-South Street:*	Vineland Av	*East-West Street:*	Strathern St	
	Scenario:	Existing Plus Project			
	Count Date:	Jan 2018	Analyst:	<Fehr & Peers>	Date: 2018

		Weekend				
	No. of Phases					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	0	*SB--*		0
		EB--	0	*WB--*		0
	ATSAC-1 or ATSAC+ATCS-2?					2
	Override Capacity					0
	MOVEMENT	Volume			No. of Lanes	Lane Volume
NORTHBOUND	Left	91			1	**91**
	Left-Through				0	
	Through	749			2	375
	Through-Right				0	
	Right	31			1	12
	Left-Through-Right				0	
	Left-Right				0	
SOUTHBOUND	Left	48			1	48
	Left-Through				0	
	Through	816			2	**408**
	Through-Right				0	
	Right	140			1	50
	Left-Through-Right				0	
	Left-Right				0	
EASTBOUND	Left	181			1	**181**
	Left-Through				0	
	Through	112			1	112
	Through-Right				0	
	Right	111			1	66
	Left-Through-Right				0	
	Left-Right				0	
WESTBOUND	Left	39			1	39
	Left-Through				0	
	Through	121			1	**121**
	Through-Right				0	
	Right	52			1	28
	Left-Through-Right				0	
	Left-Right				0	
	CRITICAL VOLUMES	*North-South:*				499
		East-West:				302
					SUM:	801
	VOLUME/CAPACITY *(V/C)* RATIO:					0.534
	V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.434**
	LEVEL OF SERVICE (LOS):					**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
59	*North-South Street:*	Tujunga Av	*East-West Street:*	Vanowen St
	Scenario:	Existing Plus Project		
	Count Date:	Jan 2018	**Analyst:** <Fehr & Peers>	**Date:** 2018

		Weekend			
	No. of Phases				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	0	*SB--*	0
		EB--	0	*WB--*	0
	ATSAC-1 or ATSAC+ATCS-2?				2
	Override Capacity				0
	MOVEMENT	**Volume**		**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	65		1	65
	Left-Through			0	
	Through	301		1	**178**
	Through-Right			1	
	Right	55		0	55
	Left-Through-Right			0	
	Left-Right			0	
SOUTHBOUND	Left	96		1	**96**
	Left-Through			0	
	Through	285		2	143
	Through-Right			0	
	Right	92		1	57
	Left-Through-Right			0	
	Left-Right			0	
EASTBOUND	Left	71		1	**71**
	Left-Through			0	
	Through	636		1	349
	Through-Right			1	
	Right	61		0	61
	Left-Through-Right			0	
	Left-Right			0	
WESTBOUND	Left	82		1	82
	Left-Through			0	
	Through	672		1	**389**
	Through-Right			1	
	Right	106		0	106
	Left-Through-Right			0	
	Left-Right			0	
	CRITICAL VOLUMES	*North-South:*			274
		East-West:			460
				SUM:	734
	VOLUME/CAPACITY *(V/C)* RATIO:				0.489
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.389**
	LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
61	*North-South Street:*	Barham Bl	*East-West Street:*	Lakeside Plaza/Forest Lawn Dr	
	Scenario:	Existing Plus Project			
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date:	2018

		Weekend				
	No. of Phases					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	3	*SB--*		0
		EB--	0	*WB--*		1
	ATSAC-1 or ATSAC+ATCS-2?					2
	Override Capacity					0
	MOVEMENT	**Volume**		**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	2		1		2
	Left-Through			0		
	Through	995		2		**498**
	Through-Right			0		
	Right	718		1		349
	Left-Through-Right			0		
	Left-Right			0		
SOUTHBOUND	Left	90		1		**90**
	Left-Through			0		
	Through	1022		2		511
	Through-Right			0		
	Right	10		1		6
	Left-Through-Right			0		
	Left-Right			0		
EASTBOUND	Left	9		1		**9**
	Left-Through			0		
	Through	17		1		9
	Through-Right			1		
	Right	9		1		0
	Left-Through-Right			0		
	Left-Right			0		
WESTBOUND	Left	670		1		**369**
	Left-Through			1		
	Through	6		1		6
	Through-Right			0		
	Right	180		1		0
	Left-Through-Right			0		
	Left-Right			0		
	CRITICAL VOLUMES	*North-South:*				588
		East-West:				378
					SUM:	966
	VOLUME/CAPACITY *(V/C)* RATIO:					0.678
	V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.578**
	LEVEL OF SERVICE (LOS):					**A**

Version: 1i Beta; 8/4/2011

EXISTING PLUS PROJECT MITIGATION

Existing Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	153	979	4	22	2360	167	58	0	39	5	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	979	4	22	2360	167	58	0	39	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	979	4	22	2360	167	58	0	39	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	979	4	22	2360	167	58	0	39	5	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	979	4	22	2360	167	58	0	39	5	0	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	2907	4343	18	1454	4361	1454	1454	0	1454	1454	0	1454
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.54	0.11	0.04	0.00	0.03	0.00	0.00	0.00
Crit Volume:	84				787		58				0	
Crit Moves:	****				****		****				****	

Existing Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	30	1159	88	252	2037	39	7	1	24	45	1	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1159	88	252	2037	39	7	1	24	45	1	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1159	88	252	2037	39	7	1	24	45	1	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1159	88	252	2037	39	7	1	24	45	1	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1159	88	252	2037	39	7	1	24	45	1	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.79	0.21	1.00	2.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	4053	308	1454	4279	82	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.17	0.48	0.48	0.00	0.00	0.02	0.03	0.00	0.04
Crit Volume:	30			692					24	45		
Crit Moves:	****			****					****	****		

Existing Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	106	1079	195	104	1735	234	170	45	152	120	77	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1079	195	104	1735	234	170	45	152	120	77	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1079	195	104	1735	234	170	45	152	120	77	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1079	195	104	1735	234	170	45	152	120	77	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1079	195	104	1735	234	187	45	152	120	77	37
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.54	0.46	1.00	2.64	0.36	2.00	1.00	1.00	1.00	1.35	0.65
Final Sat.:	1403	3563	644	1403	3707	500	2805	1403	1403	1403	1895	910
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.07	0.47	0.47	0.07	0.03	0.11	0.09	0.04	0.04
Crit Volume:	106					656			152	120		
Crit Moves:	****					****			****	****		

Existing Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	87	886	85	236	1210	188	282	948	191	87	493	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	886	85	236	1210	188	282	948	191	87	493	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	886	85	236	1210	188	282	948	191	87	493	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	886	85	236	1210	188	282	948	191	87	493	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	886	85	236	1210	188	282	948	191	87	493	193
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	4208	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.06	0.17	0.29	0.13	0.20	0.34	0.14	0.06	0.18	0.14
Crit Volume:		295			236			474			87	
Crit Moves:		****			****			****			****	

Existing Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	50	756	76	172	1254	81	167	636	49	189	469	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	756	76	172	1254	81	167	636	49	189	469	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	756	76	172	1254	81	167	636	49	189	469	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	756	76	172	1254	81	167	636	49	189	469	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	756	76	172	1254	81	184	636	49	208	469	74
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.59	0.41
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2604	201	2805	3634	573
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.05	0.12	0.45	0.06	0.07	0.24	0.24	0.07	0.13	0.13
Crit Volume:	50			627			343			104		
Crit Moves:	****			****			****			****		

Existing Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	42	692	24	0	1161	163	0	437	59	34	185	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	692	24	0	1161	163	0	437	59	34	185	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	692	24	0	1161	163	0	437	59	34	185	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	692	24	0	1161	163	0	437	59	34	185	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	692	24	0	1161	163	0	437	59	34	185	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1454	2907	1454	2907	2549	358	1454	2907	1454	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.02	0.00	0.46	0.46	0.00	0.15	0.04	0.02	0.06	0.11
Crit Volume:	42					662		219		34		
Crit Moves:	****					****		****		****		

Existing Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	2	1 0	0 0	0	0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	2277	296	0	0	281	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	2277	296	0	0	281	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	2277	296	0	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	2277	296	0	0	281	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	0	0	0	2277	296	0	0	309	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.65	0.35	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	3982	518	0	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.10	0.00	0.00	0.00
Crit Volume:	0				858				155	0		
Crit Moves:					****				****			

Existing Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	185	217	335	121	0	0	0	0	409	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	185	217	335	121	0	0	0	0	409	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	185	217	335	121	0	0	0	0	409	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	185	217	335	121	0	0	0	0	409	0	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	185	217	335	121	0	0	0	0	450	0	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.46	0.54	1.00	1.00	0.00	0.00	0.00	0.00	1.81	0.00	0.19
Final Sat.:	0	690	810	1500	1500	0	0	0	0	2722	0	278
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.22	0.08	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:			402	335					0	248		
Crit Moves:			****	****						****		

Existing Plus Project PM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	61	2009	2	6	1242	66	279	0	177	12	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	2009	2	6	1242	66	279	0	177	12	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2009	2	6	1242	66	279	0	177	12	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2009	2	6	1242	66	279	0	177	12	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	2009	2	6	1242	66	279	0	177	12	0	15
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	2907	4356	4	1454	4361	1454	1454	0	1454	1454	0	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.00	0.28	0.05	0.19	0.00	0.12	0.01	0.00	0.01
Crit Volume:		670			6			279				15
Crit Moves:		****			****			****				****

Existing Plus Project PM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	27	1752	49	61	1413	11	23	2	25	91	3	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1752	49	61	1413	11	23	2	25	91	3	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1752	49	61	1413	11	23	2	25	91	3	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1752	49	61	1413	11	23	2	25	91	3	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1752	49	61	1413	11	23	2	25	91	3	264
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.92	0.08	1.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	4242	119	1454	4327	34	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.04	0.33	0.33	0.02	0.00	0.02	0.06	0.00	0.18
Crit Volume:			600	61			23					264
Crit Moves:			****	****			****					****

Existing Plus Project PM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	138	1431	106	53	1342	137	219	43	158	182	101	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1431	106	53	1342	137	219	43	158	182	101	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1431	106	53	1342	137	219	43	158	182	101	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1431	106	53	1342	137	219	43	158	182	101	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1431	106	53	1342	137	241	43	158	182	101	151
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.79	0.21	1.00	2.72	0.28	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	3917	290	1403	3818	390	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.04	0.35	0.35	0.09	0.03	0.11	0.13	0.07	0.11
Crit Volume:	138			493					158	182		
Crit Moves:	****			****					****	****		

Existing Plus Project PM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	171	1072	86	256	965	385	236	759	94	79	863	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1072	86	256	965	385	236	759	94	79	863	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1072	86	256	965	385	236	759	94	79	863	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1072	86	256	965	385	236	759	94	79	863	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1072	86	256	965	385	236	759	94	79	863	166
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	4208	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.06	0.18	0.23	0.27	0.17	0.27	0.07	0.06	0.31	0.12
Crit Volume:		357			256			236			432	
Crit Moves:		****			****			****			****	

Existing Plus Project PM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	C

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 1	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	71	1020	115	141	784	151	176	702	21	150	737	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1020	115	141	784	151	176	702	21	150	737	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1020	115	141	784	151	176	702	21	150	737	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1020	115	141	784	151	176	702	21	150	737	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	71	1020	115	141	784	151	194	702	21	165	737	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06	2.00	2.61	0.39
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2724	81	2805	3665	542
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.08	0.10	0.28	0.11	0.07	0.26	0.26	0.06	0.20	0.20
Crit Volume:		510			141			362			83	
Crit Moves:		****			****			****			****	

Existing Plus Project PM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	51	1100	20	0	893	143	0	370	67	55	295	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1100	20	0	893	143	0	370	67	55	295	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1100	20	0	893	143	0	370	67	55	295	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1100	20	0	893	143	0	370	67	55	295	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1100	20	0	893	143	0	370	67	55	295	537
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1454	2907	1454	2907	2506	401	1454	2907	1454	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.01	0.00	0.36	0.36	0.00	0.13	0.05	0.04	0.10	0.37
Crit Volume:	51					518		185		55		
Crit Moves:	****					****		****		****		

Existing Plus Project PM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	1110	109	0	0	207	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1110	109	0	0	207	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1110	109	0	0	207	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1110	109	0	0	207	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1110	109	0	0	228	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.73	0.27	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	4098	402	0	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.08	0.00	0.00	0.00
Crit Volume:	0				406				114	0		
Crit Moves:					****				****			

Existing Plus Project PM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	1 0	0 0	0 0	0 0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	130	454	325	129	0	0	0	0	386	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	454	325	129	0	0	0	0	386	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	454	325	129	0	0	0	0	386	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	454	325	129	0	0	0	0	386	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	130	454	325	129	0	0	0	0	425	0	37
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.22	0.78	1.00	1.00	0.00	0.00	0.00	0.00	1.84	0.00	0.16
Final Sat.:	0	334	1166	1500	1500	0	0	0	0	2760	0	240
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.22	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Volume:			584	325				0		231		
Crit Moves:			****	****						****		

Existing Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	54	1263	2	3	1326	58	114	0	72	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1263	2	3	1326	58	114	0	72	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1263	2	3	1326	58	114	0	72	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1263	2	3	1326	58	114	0	72	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1263	2	3	1326	58	114	0	72	2	0	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	2907	4354	7	1454	4361	1454	1454	0	1454	1454	0	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.00	0.30	0.04	0.08	0.00	0.05	0.00	0.00	0.00
Crit Volume:	30				442		114				0	
Crit Moves:	****				****		****				****	

Existing Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	19	1229	31	77	1282	12	11	0	27	26	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1229	31	77	1282	12	11	0	27	26	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1229	31	77	1282	12	11	0	27	26	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1229	31	77	1282	12	11	0	27	26	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1229	31	77	1282	12	11	0	27	26	0	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.93	0.07	1.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	4253	107	1454	4320	40	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.05	0.30	0.30	0.01	0.00	0.02	0.02	0.00	0.05
Crit Volume:		420		77			11					67
Crit Moves:		****		****			****					****

Existing Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	152	939	87	97	1009	233	228	23	142	63	44	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	939	87	97	1009	233	228	23	142	63	44	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	939	87	97	1009	233	228	23	142	63	44	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	939	87	97	1009	233	228	23	142	63	44	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	939	87	97	1009	233	251	23	142	63	44	125
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.75	0.25	1.00	2.44	0.56	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	3851	357	1403	3418	789	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.07	0.30	0.30	0.09	0.02	0.10	0.04	0.03	0.09
Crit Volume:	152					414	125					125
Crit Moves:	****					****	****					****

Existing Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	110	695	84	167	705	185	173	594	80	68	658	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	695	84	167	705	185	173	594	80	68	658	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	695	84	167	705	185	173	594	80	68	658	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	695	84	167	705	185	173	594	80	68	658	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	695	84	167	705	185	173	594	80	68	658	156
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	4208	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.06	0.12	0.17	0.13	0.12	0.21	0.06	0.05	0.23	0.11
Crit Volume:		232			167			173			329	
Crit Moves:		****			****			****			****	

Existing Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 1	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	46	646	118	101	636	91	170	536	41	134	532	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	646	118	101	636	91	170	536	41	134	532	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	646	118	101	636	91	170	536	41	134	532	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	646	118	101	636	91	170	536	41	134	532	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	46	646	118	101	636	91	187	536	41	147	532	84
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.59	0.41
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2606	199	2805	3634	574
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.08	0.07	0.23	0.06	0.07	0.21	0.21	0.05	0.15	0.15
Crit Volume:		323			101				289	74		
Crit Moves:		****			****				****	****		

Existing Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	377	0	227	0	0	3	0	246	93	87	552	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	0	227	0	0	3	0	246	93	87	552	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	0	227	0	0	3	0	246	93	87	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	0	227	0	0	3	0	246	93	87	552	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	0	227	0	0	3	0	246	93	87	552	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1454	2907	1454	2907	1454	1454	1454	2907	1454	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.16	0.00	0.00	0.00	0.00	0.08	0.06	0.06	0.19	0.00
Crit Volume:	377					3		123			276	
Crit Moves:	****					****					****	

Existing Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	2	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	1224	124	0	0	153	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1224	124	0	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1224	124	0	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1224	124	0	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1224	124	0	0	168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.72	0.28	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	4086	414	0	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.06	0.00	0.00	0.00
Crit Volume:	0				449				84	0		
Crit Moves:					****				****			

Existing Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0 0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	391	227	131	92	0	0	0	0	407	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	227	131	92	0	0	0	0	407	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	391	227	131	92	0	0	0	0	407	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	227	131	92	0	0	0	0	407	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	391	227	131	92	0	0	0	0	448	0	51
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.63	0.37	1.00	1.00	0.00	0.00	0.00	0.00	1.80	0.00	0.20
Final Sat.:	0	949	551	1500	1500	0	0	0	0	2693	0	307
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.09	0.06	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:			618	131					0	249		
Crit Moves:			****	****						****		

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St		
	Scenario:	Existing Plus Project Mitigation				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	109	1	108
	Left-Through		0			0	
	Through	646	2	323	1017	2	**508**
	Through-Right		0			0	
	Right	153	1	121	100	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	354	1	354	235	1	**235**
	Left-Through		0			0	
	Through	1160	2	**580**	841	2	421
	Through-Right		0			0	
	Right	116	1	60	153	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	112	91	1	**91**
	Left-Through		0			0	
	Through	1190	2	**446**	709	2	277
	Through-Right		1			1	
	Right	148	0	148	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	**65**	138	1	138
	Left-Through		0			0	
	Through	504	2	252	955	2	**478**
	Through-Right		0			0	
	Right	172	1	0	339	1	222
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	680		*North-South:*	743
			East-West:	511		*East-West:*	569
			SUM:	1191		*SUM:*	1312
	VOLUME/CAPACITY *(V/C)* RATIO:			0.836			0.921
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.736**			**0.821**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
56	Northwest-Southeast:	San Fernando Rd	East-North:	Strathern St EB/Clybourn Av
	Scenario:	Existing plus Project		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	2
		EB-- 2	WB--	0	EB-- 2	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHWESTBOUND	Left	255	2	**140**	449	2	**247**
	Left-Through		0			0	
	Through	131	2	66	395	2	198
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHEASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	708	1	**430**	177	1	**151**
	Through-Right		1			1	
	Right	152	0	152	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	320	0	**403**	113	0	**156**
	Through-Right		0			0	
	Right	75	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
NORTHBOUND	Left	25	1	25	30	1	30
	Left-Through		0			0	
	Through	50	1	50	153	1	153
	Through-Right		1			1	
	Right	423	0	**423**	334	0	**334**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*Northwest-Southeast:*	570		*Northwest-Southeast:*	398
			East-North:	826		*East-North:*	490
			SUM:	1396		*SUM:*	888
	VOLUME/CAPACITY *(V/C)* RATIO:			1.015			0.646
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.915**			**0.546**
	LEVEL OF SERVICE (LOS):			**E**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St	
	Scenario:	Existing Plus Project Mitigation			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	101
	Left-Through		0	
	Through	703	2	**352**
	Through-Right		0	
	Right	115	1	62
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	191	1	**191**
	Left-Through		0	
	Through	663	2	332
	Through-Right		0	
	Right	149	1	86
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	127	1	**127**
	Left-Through		0	
	Through	553	2	225
	Through-Right		1	
	Right	122	0	122
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	107	1	107
	Left-Through		0	
	Through	513	2	**257**
	Through-Right		0	
	Right	190	1	95
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		543
		East-West:		384
		SUM:		927
VOLUME/CAPACITY (V/C) RATIO:				0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
56	Northwest-Southeast:	San Fernando Rd	East-North:	Strathern St EB/Clybourn Av	
	Scenario:	Cumulative Plus Project with Mitigation			
	Count Date:	Jan 2018	Analyst:	<Fehr & Peers>	Date: 2018

		Weekend					
No. of Phases							4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?							2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0		SB--		2
		EB--	2		WB--		0
ATSAC-1 or ATSAC+ATCS-2?							2
Override Capacity							0
MOVEMENT		Volume			No. of Lanes		Lane Volume
NORTHWESTBOUND	Left	248			2		**136**
	Left-Through				0		
	Through	191			2		96
	Through-Right				0		
	Right	0			0		0
	Left-Through-Right				0		
	Left-Right				0		
SOUTHEASTBOUND	Left	0			0		0
	Left-Through				0		
	Through	127			1		**104**
	Through-Right				1		
	Right	81			0		81
	Left-Through-Right				0		
	Left-Right				0		
EASTBOUND	Left	7			0		7
	Left-Through				0		
	Through	87			0		**121**
	Through-Right				0		
	Right	27			0		0
	Left-Through-Right				1		
	Left-Right				0		
NORTHBOUND	Left	15			1		15
	Left-Through				0		
	Through	57			1		57
	Through-Right				1		
	Right	217			0		**217**
	Left-Through-Right				0		
	Left-Right				0		
CRITICAL VOLUMES				Northwest-Southeast:			240
				East-North:			338
				SUM:			578
VOLUME/CAPACITY (V/C) RATIO:							0.420
V/C LESS ATSAC/ATCS ADJUSTMENT:							**0.320**
LEVEL OF SERVICE (LOS):							**A**

Version: 1i Beta; 8/4/2011

CUMULATIVE BASE

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	2	1061	4	23	2604	1	1	0	3	5	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1061	4	23	2604	1	1	0	3	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1061	4	23	2604	1	1	0	3	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1061	4	23	2604	1	1	0	3	5	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1061	4	23	2604	1	1	0	3	5	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	2.99	0.01	0.25	0.00	0.75	1.00	0.00	1.00
Final Sat.:	1530	3049	11	1530	4588	2	383	0	1148	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.02	0.57	0.57	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	2			868			4			5		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	189	917	93	263	2168	159	125	24	202	84	44	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	917	93	263	2168	159	125	24	202	84	44	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	917	93	263	2168	159	125	24	202	84	44	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	917	93	263	2168	159	125	24	202	84	44	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	917	93	263	2168	159	125	24	202	84	44	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.82	0.18	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2639	268	1454	4063	298	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.35	0.18	0.53	0.53	0.09	0.02	0.14	0.06	0.03	0.03
Crit Volume:	189			776			202			84		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	53	1033	205	254	2032	133	66	8	37	126	52	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1033	205	254	2032	133	66	8	37	126	52	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1033	205	254	2032	133	66	8	37	126	52	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1033	205	254	2032	133	66	8	37	126	52	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1033	205	254	2032	133	73	8	37	126	52	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.15	0.18	0.72	0.09	0.03	0.01	0.03	0.09	0.04	0.08
Crit Volume:	53				1016				37	126		
Crit Moves:	****				****				****	****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	78	1153	51	116	2216	34	97	7	67	21	27	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1153	51	116	2216	34	97	7	67	21	27	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1153	51	116	2216	34	97	7	67	21	27	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1153	51	116	2216	34	97	7	67	21	27	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1153	51	116	2216	34	97	7	67	21	27	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.92	0.08	1.00	2.95	0.05	1.00	0.09	0.91	1.00	0.30	0.70
Final Sat.:	1454	2784	123	1454	4295	66	1454	137	1316	1454	436	1017
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.08	0.52	0.52	0.07	0.05	0.05	0.01	0.06	0.06
Crit Volume:	78					750	97				90	
Crit Moves:	****					****	****				****	

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	95	904	90	235	1311	188	258	1014	215	92	541	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	904	90	235	1311	188	258	1014	215	92	541	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	904	90	235	1311	188	258	1014	215	92	541	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	904	90	235	1311	188	258	1014	215	92	541	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	904	90	235	1311	188	258	1014	215	92	541	150
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.06	0.17	0.47	0.13	0.18	0.36	0.15	0.07	0.19	0.11
Crit Volume:	95			656			507			92		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	62	797	85	181	1406	79	152	684	71	209	512	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	797	85	181	1406	79	152	684	71	209	512	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	797	85	181	1406	79	152	684	71	209	512	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	797	85	181	1406	79	152	684	71	209	512	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	797	85	181	1406	79	152	684	71	209	512	77
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2541	264	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.06	0.13	0.50	0.06	0.11	0.27	0.27	0.15	0.18	0.05
Crit Volume:	62			703			378			209		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	103	763	85	238	1562	113	121	612	152	172	520	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	763	85	238	1562	113	121	612	152	172	520	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	763	85	238	1562	113	121	612	152	172	520	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	763	85	238	1562	113	121	612	152	172	520	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	763	85	238	1562	113	121	612	152	172	520	121
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.06	0.17	0.56	0.08	0.09	0.22	0.11	0.12	0.19	0.09
Crit Volume:	103			781			306			172		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	Level Of Service:	D

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	33	742	49	98	1603	180	186	395	116	176	353	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	742	49	98	1603	180	186	395	116	176	353	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	742	49	98	1603	180	186	395	116	176	353	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	742	49	98	1603	180	186	395	116	176	353	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	742	49	98	1603	180	205	395	116	176	353	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.03	0.07	0.55	0.12	0.07	0.27	0.08	0.12	0.24	0.03
Crit Volume:	33			802			102			353		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	106	374	89	260	1278	480	136	744	109	190	1062	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	374	89	260	1278	480	136	744	109	190	1062	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	374	89	260	1278	480	136	744	109	190	1062	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	374	89	260	1278	480	136	744	109	190	1062	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	374	89	286	1278	480	150	744	109	190	1062	348
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.74	0.26	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2447	358	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.06	0.10	0.46	0.34	0.05	0.30	0.30	0.14	0.25	0.25
Crit Volume:	106			639			427			190		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	31	391	6	333	886	373	66	395	148	16	349	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	391	6	333	886	373	66	395	148	16	349	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	391	6	333	886	373	66	395	148	16	349	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	391	6	333	886	373	66	395	148	16	349	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	391	6	333	886	373	66	395	148	16	349	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.54	0.46
Final Sat.:	1454	2863	44	1454	2907	1454	1454	2115	792	1454	2235	672
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.23	0.30	0.26	0.05	0.19	0.19	0.01	0.16	0.16
Crit Volume:		199			333			66			227	
Crit Moves:		****			****			****			****	

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	1	0 1	1 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	10	51	26	76	360	474	351	1616	109	223	1329	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	51	26	76	360	474	351	1616	109	223	1329	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	51	26	76	360	474	351	1616	109	223	1329	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	51	26	76	360	474	351	1616	109	223	1329	60
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	51	26	76	360	521	351	1616	109	223	1329	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.26	1.20	0.54	1.00	1.23	1.77	1.00	2.81	0.19	1.00	2.87	0.13
Final Sat.:	378	1750	779	1454	1781	2579	1454	4085	276	1454	4172	188
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.05	0.20	0.20	0.24	0.40	0.40	0.15	0.32	0.32
Crit Volume:	10					294	351					463
Crit Moves:	****					****	****					****

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	152	Level Of Service:	D

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	304	0	0	973	0	181	0	1224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	304	0	0	973	0	181	0	1224	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	304	0	0	973	0	181	0	1224	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	304	0	0	973	0	181	0	1224	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	304	0	0	973	0	181	0	1346	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.24	0.00	1.76	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	338	0	2512	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.34	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Crit Volume:	0				487				764		0	
Crit Moves:	****				****				****			

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	850	3	276	0	0	6	8	984	125	90	745	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	850	3	276	0	0	6	8	984	125	90	745	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	850	3	276	0	0	6	8	984	125	90	745	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	850	3	276	0	0	6	8	984	125	90	745	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	935	3	276	0	0	6	8	984	125	90	745	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	2796	9	1403	0	0	1403	1403	2805	1403	1403	2801	4
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.00	0.00	0.00	0.01	0.35	0.09	0.06	0.27	0.27
Crit Volume:	469				0			492			90	
Crit Moves:	****				****			****			****	

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 1 0
Volume Module:												
Base Vol:	134	122	87	34	173	11	18	1097	119	105	578	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	122	87	34	173	11	18	1097	119	105	578	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	122	87	34	173	11	18	1097	119	105	578	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	122	87	34	173	11	18	1097	119	105	578	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	122	87	34	173	11	18	1097	119	105	578	8
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.58	0.42	0.16	0.79	0.05	1.00	1.80	0.20	1.00	1.97	0.03
Final Sat.:	1444	843	601	225	1146	73	1444	2605	283	1444	2848	39
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.15	0.15	0.15	0.01	0.42	0.42	0.07	0.20	0.20
Crit Volume:	134					218		608		105		
Crit Moves:	****					****		****		****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	D

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	302	271	0	0	483	80	285	0	344	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	271	0	0	483	80	285	0	344	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	271	0	0	483	80	285	0	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	271	0	0	483	80	285	0	344	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	271	0	0	483	80	285	0	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.86	0.14	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1223	202	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.00	0.00	0.40	0.40	0.20	0.00	0.24	0.00	0.00	0.00
Crit Volume:	302				563				344		0	
Crit Moves:	****				****				****			

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	C

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	108	468	242	35	511	278	55	60	423	274	86	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	468	242	35	511	278	55	60	423	274	86	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	468	242	35	511	278	55	60	423	274	86	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	468	242	35	511	278	55	60	423	274	86	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	468	242	35	511	278	55	60	423	274	86	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.30	0.70	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1375	1813	937	1375	1781	969	1375	1375	1375	1375	869	506
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.03	0.29	0.29	0.04	0.04	0.31	0.20	0.10	0.10
Crit Volume:	0			395					423	274		
Crit Moves:	****			****					****	****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	47	603	72	177	907	148	81	592	81	192	589	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	603	72	177	907	148	81	592	81	192	589	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	603	72	177	907	148	81	592	81	192	589	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	603	72	177	907	148	81	592	81	192	589	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	603	72	177	907	148	81	592	81	192	589	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.05	0.13	0.32	0.11	0.06	0.21	0.06	0.14	0.21	0.10
Crit Volume:	47			454			296			192		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1		1	0 1		1	0 1		1	0 1	
Volume Module:												
Base Vol:	43	569	7	139	916	255	165	49	99	9	56	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	569	7	139	916	255	165	49	99	9	56	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	569	7	139	916	255	165	49	99	9	56	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	569	7	139	916	255	165	49	99	9	56	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	569	7	139	916	255	165	49	99	9	56	21
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.98	0.02	1.00	1.56	0.44	1.00	0.33	0.67	1.00	0.73	0.27
Final Sat.:	1530	3023	37	1530	2394	666	1530	507	1023	1530	1113	417
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.09	0.38	0.38	0.11	0.10	0.10	0.01	0.05	0.05
Crit Volume:	43					586	165				77	
Crit Moves:	****					****	****				****	

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1	1 0	2 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	149	498	313	144	820	59	57	334	220	147	251	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	498	313	144	820	59	57	334	220	147	251	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	498	313	144	820	59	57	334	220	147	251	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	498	313	144	820	59	57	334	220	147	251	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	164	498	313	158	820	59	63	334	220	162	251	43
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.71	0.29
Final Sat.:	2805	2805	1403	2805	2617	188	2805	2805	1403	2805	2395	410
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.22	0.06	0.31	0.31	0.02	0.12	0.16	0.06	0.10	0.10
Crit Volume:	82					440			220	81		
Crit Moves:	****					****			****	****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	188	647	47	385	1222	75	142	797	329	99	545	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	647	47	385	1222	75	142	797	329	99	545	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	647	47	385	1222	75	142	797	329	99	545	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	647	47	385	1222	75	142	797	329	99	545	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	647	47	385	1222	75	142	797	329	99	545	234
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.03	0.27	0.44	0.05	0.10	0.28	0.23	0.07	0.19	0.17
Crit Volume:	188				611			399		99		
Crit Moves:	****				****			****		****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	192	756	87	176	1428	101	103	590	305	171	489	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	756	87	176	1428	101	103	590	305	171	489	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	756	87	176	1428	101	103	590	305	171	489	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	756	87	176	1428	101	103	590	305	171	489	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	756	87	176	1428	101	103	590	305	171	489	87
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.06	0.13	0.51	0.07	0.07	0.21	0.22	0.12	0.17	0.06
Crit Volume:	192				714				305	171		
Crit Moves:	****				****				****	****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	1.088
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	133	651	127	317	1600	97	96	691	188	247	626	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	651	127	317	1600	97	96	691	188	247	626	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	651	127	317	1600	97	96	691	188	247	626	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	651	127	317	1600	97	96	691	188	247	626	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	651	127	317	1600	97	96	691	188	247	626	195
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.09	0.23	0.57	0.07	0.07	0.25	0.13	0.18	0.22	0.14
Crit Volume:	133			800			346			247		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	127	441	109	131	1240	521	178	800	293	129	964	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	441	109	131	1240	521	178	800	293	129	964	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	441	109	131	1240	521	178	800	293	129	964	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	441	109	131	1240	521	178	800	293	129	964	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	441	109	131	1240	521	178	800	293	129	964	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.46	0.54	1.00	1.81	0.19
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2053	752	1403	2534	271
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.08	0.09	0.44	0.37	0.13	0.39	0.39	0.09	0.38	0.38
Crit Volume:	127			620			178			534		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	344	368	258	426	693	348	177	866	142	190	974	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	368	258	426	693	348	177	866	142	190	974	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	368	258	426	693	348	177	866	142	190	974	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	368	258	426	693	348	177	866	142	190	974	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	344	368	258	426	693	348	195	866	142	209	974	141
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.25	0.13	0.18	0.30	0.25	0.25	0.07	0.31	0.10	0.07	0.35	0.10
Crit Volume:	344					348	97				487	
Crit Moves:	****					****	****				****	

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.974
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	544	926	341	183	389	404	99	803	2	26	383	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	926	341	183	389	404	99	803	2	26	383	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	926	341	183	389	404	99	803	2	26	383	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	926	341	183	389	404	99	803	2	26	383	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	544	926	341	183	389	444	99	803	2	26	383	66
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.40	1.60	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2010	740	1375	1925	2200	1375	2743	7	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.40	0.46	0.46	0.13	0.20	0.20	0.07	0.29	0.29	0.02	0.14	0.05
Crit Volume:	634			278			403			26		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	128	0	75	0	0	0	0	907	295	12	266	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	0	75	0	0	0	0	907	295	12	266	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	0	75	0	0	0	0	907	295	12	266	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	0	75	0	0	0	0	907	295	12	266	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	0	75	0	0	0	0	907	295	12	266	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.30	0.20	0.01	0.09	0.00
Crit Volume:			75	0				454		12		
Crit Moves:			****					****		****		

Cumulative Base AM

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name: N Hollywood Way NB San Fernando Rd WB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	1	0 0	0 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	920	148	0	0	0	0	0	0	0	0	250
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Base AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: E[37.9]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	2331	281	0	0	306	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	2331	281	0	0	306	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	2331	0	0	0	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	2331	0	0	0	306	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	777	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	400	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	400	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.76	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	6.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	37.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	E	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			37.9			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	154	0	62	0	0	0	0	967	253	13	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	0	62	0	0	0	0	967	253	13	306	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	0	62	0	0	0	0	967	253	13	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	62	0	0	0	0	967	253	13	306	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	0	62	0	0	0	0	967	253	13	306	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.38	0.62	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3567	933	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.04	0.00	0.00	0.00	0.00	0.27	0.27	0.01	0.10	0.00
Crit Volume:	154				0				407	13		
Crit Moves:	****								****	****		

Cumulative Base AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[15.6]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	127	322	0	0	1156	13	1	0	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	322	0	0	1156	13	1	0	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	322	0	0	1156	13	1	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	127	322	0	0	1156	13	1	0	114	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1169	xxxx	xxxxx	xxxx	xxxx	xxxxx	1578	1739	585	xxxx	xxxx	xxxxx
Potent Cap.:	605	xxxx	xxxxx	xxxx	xxxx	xxxxx	102	88	460	xxxx	xxxx	xxxxx
Move Cap.:	605	xxxx	xxxxx	xxxx	xxxx	xxxxx	86	70	460	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	192	178	xxxxx	170	118	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.25	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	454	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.6			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Cumulative Base AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.3]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	2	0	3	0	0	0	0	116	1	14	128	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	3	0	0	0	0	116	1	14	128	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	3	0	0	0	0	116	1	14	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	3	0	0	0	0	116	1	14	128	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	273	273	117	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	xxxx	xxxxx
Potent Cap.:	721	638	941	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1484	xxxx	xxxxx
Move Cap.:	716	632	941	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1484	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	836	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Cumulative Base AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	0	Average Delay (sec/veh):	20.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	149	263	343	124	0	0	0	0	430	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	149	263	343	124	0	0	0	0	430	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	149	263	343	124	0	0	0	0	430	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	149	263	343	124	0	0	0	0	430	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	149	263	343	124	0	0	0	0	430	0	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.36	0.64	1.00	1.00	0.00	0.00	0.00	0.00	1.80	0.00	0.20
Final Sat.:	0	206	363	499	533	0	0	0	0	1325	-467	94
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.72	0.72	0.69	0.23	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.51
Crit Moves:		****		****								****
Delay/Veh:	0.0	23.5	23.5	23.6	11.3	0.0	0.0	0.0	0.0	17.2	17.5	17.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.5	23.5	23.6	11.3	0.0	0.0	0.0	0.0	17.2	17.5	17.5
LOS by Move:	*	C	C	C	B	*	*	*	*	C	C	C
ApproachDel:		23.5			20.3			xxxxxx			17.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		23.5			20.3			xxxxxx			17.1	
LOS by Appr:		C			C			*			C	
AllWayAvgQ:	2.2	2.2	2.2	1.9	0.3	0.0	0.0	0.0	0.0	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Cumulative Base AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[22.6]

Street Name:	N San Fernando Blvd									Winova					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1 0 2	0	0	0	0 1	1 0	0	0 1!	0 1	0	0 0	0 0			
Volume Module:															
Base Vol:	173 244	0	0	585	192		36	0	39	0	0	0			
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	173 244	0	0	585	192		36	0	39	0	0	0			
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	173 244	0	0	585	192		36	0	39	0	0	0			
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0			
FinalVolume:	173 244	0	0	585	192		36	0	39	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx					
Capacity Module:															
Cnflict Vol:	777 xxxx xxxxx	xxxx	xxxx	xxxxx	1149	1271	389	xxxx	xxxx	xxxxx					
Potent Cap.:	848 xxxx xxxxx	xxxx	xxxx	xxxxx	195	169	616	xxxx	xxxx	xxxxx					
Move Cap.:	848 xxxx xxxxx	xxxx	xxxx	xxxxx	164	135	616	xxxx	xxxx	xxxxx					
Volume/Cap:	0.20 xxxx xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.06	xxxx	xxxx	xxxx					
Level Of Service Module:															
2Way95thQ:	0.8 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx					
Control Del:	10.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx					
LOS by Move:	B *	*	*	*	*	*	B	*	*	*					
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	221	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.6	xxxxx	xxxxx	xxxx	xxxxx					
Shared LOS:	* *	*	*	*	*	D	*	*	*	*					
ApproachDel:	xxxxxx		xxxxxx			22.6			xxxxxx						
ApproachLOS:	*		*			C			*						

Note: Queue reported is the number of cars per lane.

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.225
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	25	24	16	6	73	50	18	119	169	15	82	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	24	16	6	73	50	18	119	169	15	82	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	24	16	6	73	50	18	119	169	15	82	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	24	16	6	73	50	18	119	169	15	82	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	24	16	6	73	50	18	119	169	15	82	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.37	0.25	0.05	0.56	0.39	0.12	0.88	1.00	0.28	1.50	0.22
Final Sat.:	577	554	369	70	849	581	176	1324	1500	413	2257	330
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.10	0.09	0.11	0.04	0.04	0.04
Crit Volume:	25			129			169			15		
Crit Moves:	****			****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	123	46	37	13	243	21	22	116	176	157	163	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	46	37	13	243	21	22	116	176	157	163	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	46	37	13	243	21	22	116	176	157	163	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	46	37	13	243	21	22	116	176	157	163	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	46	37	13	243	21	22	116	176	157	163	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.22	0.18	0.05	0.88	0.07	1.00	0.40	0.60	1.00	0.85	0.15
Final Sat.:	896	335	269	70	1316	114	1500	596	904	1500	1280	220
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.18	0.18	0.18	0.01	0.19	0.19	0.10	0.13	0.13
Crit Volume:	123					277		292		157		
Crit Moves:	****					****		****		****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	1	0	0	72	0	109	165	391	0	11	278	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	72	0	109	165	391	0	11	278	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	72	0	109	165	391	0	11	278	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	72	0	109	165	391	0	11	278	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	72	0	109	165	391	0	11	278	183
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.21	0.79
Final Sat.:	1425	0	0	1425	0	1425	1425	2850	0	1425	1719	1131
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.12	0.14	0.00	0.01	0.16	0.16
Crit Volume:	1					109	165					231
Crit Moves:	****					****	****					****

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	221	0	2	30	556	0	0	126	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	221	0	2	30	556	0	0	126	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	0	2	30	556	0	0	126	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	2	30	556	0	0	126	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	0	2	30	556	0	0	126	69
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.00	0.01	1.00	2.00	0.00	0.00	1.29	0.71
Final Sat.:	0	0	0	1412	0	13	1425	2850	0	0	1842	1008
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.02	0.20	0.00	0.00	0.07	0.07
Crit Volume:			0	221				278		0		
Crit Moves:				****				****		****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.264
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	105	0	156	0	480	0	0	128	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	156	0	480	0	0	128	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	156	0	480	0	0	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	156	0	480	0	0	128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	105	0	156	0	480	0	0	128	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.00	0.16	0.00	0.00	0.04	0.00
Crit Volume:	0					156		240		0		
Crit Moves:						****		****		****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 unknown

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	230	0	87	0	369	536	230	901	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	87	0	369	536	230	901	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	87	0	369	536	230	901	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	87	0	369	536	230	901	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	253	0	87	0	369	536	253	901	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.13	0.38	0.09	0.32	0.00
Crit Volume:		0		127				185			451	
Crit Moves:				****							****	

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 0	2	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	599	10	110	0	0	0	30	569	0	0	532	170
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	599	10	110	0	0	0	30	569	0	0	532	170
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	599	10	110	0	0	0	30	569	0	0	532	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	599	10	110	0	0	0	30	569	0	0	532	170
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.10 1.00		1.00	1.00 1.00		1.00	1.10 1.00		1.00	1.00 1.00		1.00
FinalVolume:	659	10	110	0	0	0	33	569	0	0	532	170
Saturation Flow Module:												
Sat/Lane:	1425 1425		1425	1425 1425		1425	1425 1425		1425	1425 1425		1425
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.97 0.03		1.00	0.00 0.00		0.00	2.00 2.00		0.00	0.00 1.52		0.48
Final Sat.:	2807	43	1425	0	0	0	2850 2850		0	0 2160		690
Capacity Analysis Module:												
Vol/Sat:	0.23 0.23		0.08	0.00 0.00		0.00	0.01 0.20		0.00	0.00 0.25		0.25
Crit Volume:	334			0			17					351
Crit Moves:	****						****					****

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	C

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	242	234	118	523	447	49	39	1326	397	451	1312	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	234	118	523	447	49	39	1326	397	451	1312	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	234	118	523	447	49	39	1326	397	451	1312	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	234	118	523	447	49	39	1326	397	451	1312	556
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	266	234	118	575	447	49	43	1326	397	496	1312	556
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.25	1.75	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3157	2453	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.18	0.18	0.03	0.02	0.32	0.28	0.18	0.31	0.40
Crit Volume:	133			256				442		248		
Crit Moves:	****			****				****		****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	1 1	0 0	3	1 0	2 0	3	0 0
Volume Module:												
Base Vol:	223	0	8	385	113	364	0	1511	563	262	1818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	0	8	385	113	364	0	1511	563	262	1818	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	0	8	385	113	364	0	1511	563	262	1818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	0	8	385	113	364	0	1511	563	262	1818	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	223	0	8	424	113	400	0	1511	563	288	1818	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.81	0.48	1.71	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2575	688	2437	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.01	0.16	0.16	0.16	0.00	0.35	0.40	0.10	0.43	0.00
Crit Volume:	223			234					563	144		
Crit Moves:	****			****					****	****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 2	0	0 0	0 0	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	946	10	481	0	0	0	112	1163	0	0	1564	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	946	10	481	0	0	0	112	1163	0	0	1564	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	946	10	481	0	0	0	112	1163	0	0	1564	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	946	10	481	0	0	0	112	1163	0	0	1564	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1041	10	529	0	0	0	123	1163	0	0	1564	205
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2823	27	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.19	0.00	0.00	0.00	0.04	0.27	0.00	0.00	0.37	0.14
Crit Volume:	525				0			62			521	
Crit Moves:	****						****				****	

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1! 0	0	1	0	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	19	1	71	106	519	2	0	286	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	1	71	106	519	2	0	286	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	19	1	71	106	519	2	0	286	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	1	71	106	519	2	0	286	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	21	1	71	106	519	2	0	286	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	0.99	0.01	0.00	1.92	0.08
Final Sat.:	0	0	0	1425	14	1411	1425	1420	5	0	2735	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.07	0.05	0.07	0.37	0.37	0.00	0.10	0.10
Crit Volume:	0			100			521			0		
Crit Moves:				****			****			****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	D

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1! 0	1	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	33	0	346	594	1259	0	0	365	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	346	594	1259	0	0	365	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	346	594	1259	0	0	365	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	346	594	1259	0	0	365	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	0	381	594	1259	0	0	365	14
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.16	1.16	1.16	1.16	0.84
Lanes:	0.00	0.00	0.00	0.16	0.00	1.84	1.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	190	0	2191	1191	3319	0	0	3196	88
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.50	0.38	0.00	0.00	0.11	0.16
Crit Volume:	0					207	594					190
Crit Moves:						****	****					****

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

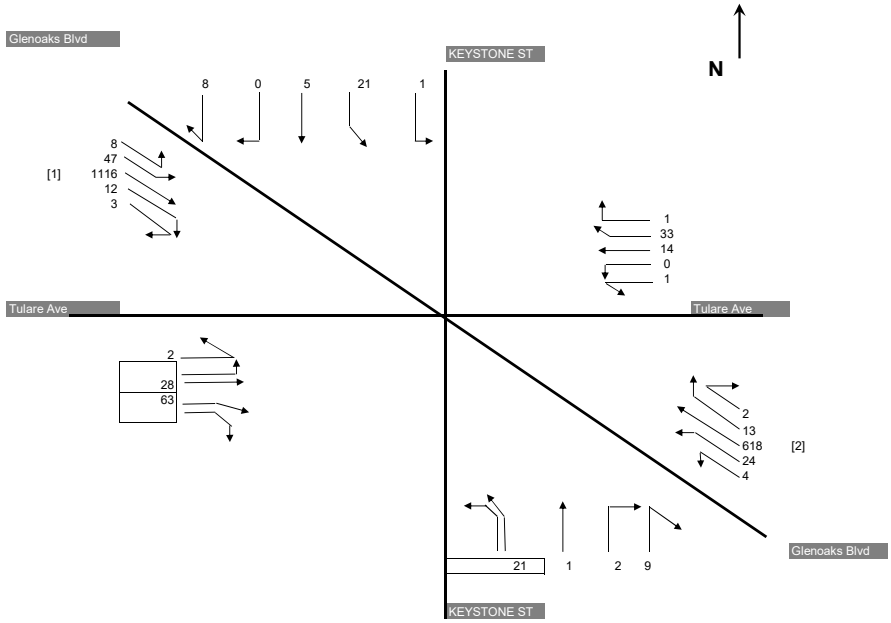
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	211	632	42	23	1163	79	25	21	383	6	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	632	42	23	1163	79	25	21	383	6	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	632	42	23	1163	79	25	21	383	6	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	632	42	23	1163	79	25	21	383	6	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	632	42	23	1163	79	25	21	383	6	2	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	0.05	0.95	1.00	0.33	0.67
Final Sat.:	1444	2708	180	1444	2888	1444	1444	75	1369	1444	481	963
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.23	0.02	0.40	0.05	0.02	0.28	0.28	0.00	0.00	0.00
Crit Volume:	211			582			404			6		
Crit Moves:	****			****			****			****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Future Base - AM Peak Hour



[1] 1116.40303909734 is the maxiumum SB-TH volume along Glenoaks
[2] 618 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd — Max { SBT 1,116 + SBR 15 / 2 (Glenoaks Blvd SBT and SBR) + NBL 28 / 1 (Glenoaks Blvd NBL) = 593 } or { NBT/R 618 + 14 / 2 (Glenoaks Blvd NBT and NBR) + SBL 55 / 1 (Glenoaks Blvd SBL) = 371 }

Critical Volume = 593 per lane
v/c = 0.411

pair 2 Keystone S — Max { SBL 22 + SBT 5 + SBR 8 / 1 (Keystone SBL, SBT, and SBR) + NBL 21 / 1 (Keystone NBL) = 55 } or { NBL 21 + NBT 1 + NBR 11 / 1 (Keystone NBL, NBT, and NBR) + SBL 22 / 1 (Keystone SBL) = 55 }

Critical Volume = 55 per lane
v/c = 0.038

pair 3 Tulare Ave — Max { EBL 2 + EBT 28 + EBR 63 / 1 (Tulare Ave EBL, EBT, and EBR) + WBL 1 / 1 (Tulare Ave WBL) = 94 } or { WBL 1 + WBT 14 + WBR 34 / 1 (Tulare Ave WBL, WBT, and WBR) + EBL 2 / 1 (Tulare Ave EBL) = 52 }

Critical Volume = 94 per lane
v/c = 0.065

							Loss Time		ATSAC Credit		
V/C =	**0.411**	**+**	**0.038**	**+**	**0.065**	**+**	**0.000**	**-**	**0**	**=**	**0.514**

LOS = A

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

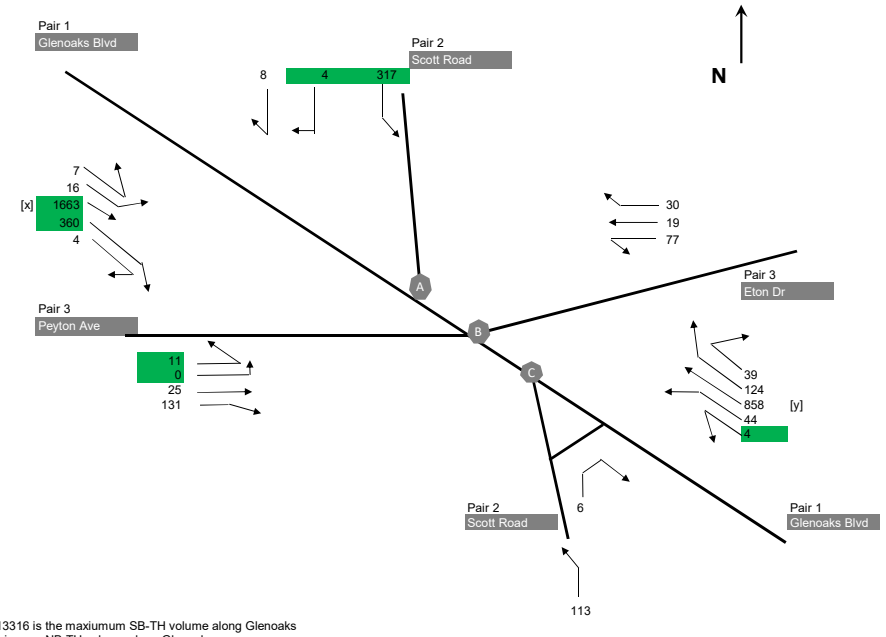
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	140	610	9	40	1109	1	3	45	211	9	38	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	610	9	40	1109	1	3	45	211	9	38	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	610	9	40	1109	1	3	45	211	9	38	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	610	9	40	1109	1	3	45	211	9	38	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	610	9	40	1109	1	3	45	211	9	38	39
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.06	0.94	1.00	0.10	0.44	0.46
Final Sat.:	1496	2949	44	1496	2990	3	94	1403	1496	157	661	679
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.03	0.37	0.37	0.03	0.03	0.14	0.06	0.06	0.06
Crit Volume:	0			555					211	9		
Crit Moves:	****			****					****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Future Base - AM Peak Hour



[x] 1663.18397413316 is the maxiumum SB-TH volume along Glenoaks
[y] 858 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { SBT **1663.18** + SBR **364** / **2** (Glenoaks Blvd SB) + NBL **48** / **1** (Glenoaks Blvd NB) = **1062** } or { NBT 858 + NBR 163 / 2 (Glenoaks Blvd NB) + SBL 23.133 / 1 (Glenoaks Blvd SB) = 534 }

Critical Volume = **1062**
v/c = **0.735**

Pair 2 Scott Road *Permissive Lefts*

Max { SBT **317** + SBR **13** / **1** (Scott Road (All SB Movements)) = **329.12** } or { NBT 112.51 + NBR* 0 / 1 (Scott Road (All NB Movements)) = 112.51 }

*NBR is excluded due to channelization

Critical Volume = **329.12**
v/c = **0.228**

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { EBL **11** + EBT **25.236** + EBR **131** / **1** (Peyton Ave (All EB Movements)) = **167.19** } and { WBL **76.76** + WBT **18.927** + WBR **30** / **1** (Eton Dr (All WB Movements)) = **126** }

Split phase, sum critical volumes

Critical Volume = **293**
v/c = **0.203**

V/C =	**0.735**	**+**	**0.228**	**+**	**0.203**	**+**	**Loss Time 0.000**	**-**	**ATSAC Credit 0**	**=**	**1.166**	
LOS =		**F**										

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 1	2 0	1!	0 0	0 0	2	1 0	0 0	1	1 1
Volume Module:												
Base Vol:	0	0	4	1040	0	11	0	746	4	0	738	756
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	1040	0	11	0	746	4	0	738	756
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	4	1040	0	11	0	746	4	0	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	1040	0	11	0	746	4	0	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	1144	0	11	0	746	4	0	738	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.97	0.00	0.03	0.00	2.98	0.02	0.00	2.00	1.00
Final Sat.:	0	0	1454	4319	0	42	0	4337	23	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.17	0.17	0.00	0.25	0.00
Crit Volume:			4	385			0				369	
Crit Moves:			****	****			****				****	

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	1.079
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	60	610	50	157	1810	149	88	426	191	69	421	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	610	50	157	1810	149	88	426	191	69	421	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	610	50	157	1810	149	88	426	191	69	421	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	610	50	157	1810	149	88	426	191	69	421	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	610	50	157	1810	149	88	426	191	69	421	113
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.69	0.31	1.00	0.79	0.21
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1056	474	1530	1206	324
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.03	0.10	0.59	0.10	0.06	0.40	0.40	0.05	0.35	0.35
Crit Volume:	60				905				617	69		
Crit Moves:	****				****				****	****		

Cumulative Base AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	235	2577	0	0	1529	34	93	0	744	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	2577	0	0	1529	34	93	0	744	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	2577	0	0	1529	34	93	0	744	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2577	0	0	1529	34	93	0	744	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	235	2577	0	0	1529	34	93	0	818	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.93	0.07	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4266	95	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.59	0.00	0.00	0.36	0.36	0.06	0.00	0.28	0.00	0.00	0.00
Crit Volume:	859			521					409	0		
Crit Moves:	****								****			

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	1	2260	2	6	1346	1	1	0	0	13	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2260	2	6	1346	1	1	0	0	13	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	2260	2	6	1346	1	1	0	0	13	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2260	2	6	1346	1	1	0	0	13	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	2260	2	6	1346	1	1	0	0	13	0	16
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	2.99	0.01	1.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1530	3057	3	1530	4587	3	1530	0	0	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.74	0.00	0.29	0.29	0.00	0.00	0.00	0.01	0.00	0.01
Crit Volume:		1131	6						0	13		
Crit Moves:		****	****						****	****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	165	1783	51	56	1196	117	170	26	246	122	46	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1783	51	56	1196	117	170	26	246	122	46	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1783	51	56	1196	117	170	26	246	122	46	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1783	51	56	1196	117	170	26	246	122	46	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1783	51	56	1196	117	170	26	246	122	46	275
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.94	0.06	1.00	2.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2826	81	1454	3972	389	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.11	0.63	0.63	0.04	0.30	0.30	0.12	0.02	0.17	0.08	0.03	0.19
Crit Volume:	917			56			170					275
Crit Moves:	****			****			****					****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	20	1580	111	146	1378	41	97	9	12	191	78	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1580	111	146	1378	41	97	9	12	191	78	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1580	111	146	1378	41	97	9	12	191	78	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1580	111	146	1378	41	97	9	12	191	78	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1580	111	146	1378	41	107	9	12	191	78	293
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.08	0.10	0.49	0.03	0.04	0.01	0.01	0.14	0.06	0.21
Crit Volume:		790			146			53				293
Crit Moves:		****			****			****				****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	99	1485	30	64	1750	40	117	6	82	66	30	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1485	30	64	1750	40	117	6	82	66	30	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1485	30	64	1750	40	117	6	82	66	30	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1485	30	64	1750	40	117	6	82	66	30	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1485	30	64	1750	40	117	6	82	66	30	148
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.96	0.04	1.00	2.93	0.07	1.00	0.07	0.93	1.00	0.17	0.83
Final Sat.:	1454	2849	58	1454	4263	97	1454	99	1354	1454	245	1209
Capacity Analysis Module:												
Vol/Sat:	0.07	0.52	0.52	0.04	0.41	0.41	0.08	0.06	0.06	0.05	0.12	0.12
Crit Volume:	758			64			117			178		
Crit Moves:	****			****			****			****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	1.060
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	197	1164	94	208	968	361	233	826	103	84	927	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1164	94	208	968	361	233	826	103	84	927	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1164	94	208	968	361	233	826	103	84	927	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1164	94	208	968	361	233	826	103	84	927	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	1164	94	208	968	361	233	826	103	84	927	154
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.07	0.15	0.35	0.26	0.17	0.29	0.07	0.06	0.33	0.11
Crit Volume:		582			208			233			464	
Crit Moves:		****			****			****			****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	102	1163	138	148	816	132	176	761	36	164	791	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1163	138	148	816	132	176	761	36	164	791	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1163	138	148	816	132	176	761	36	164	791	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1163	138	148	816	132	176	761	36	164	791	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1163	138	148	816	132	176	761	36	164	791	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2678	127	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.10	0.11	0.29	0.09	0.13	0.28	0.28	0.12	0.28	0.08
Crit Volume:		582			148			176			396	
Crit Moves:		****			****			****			****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	185	1192	162	208	750	177	163	760	110	153	879	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1192	162	208	750	177	163	760	110	153	879	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1192	162	208	750	177	163	760	110	153	879	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1192	162	208	750	177	163	760	110	153	879	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1192	162	208	750	177	163	760	110	153	879	201
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.12	0.15	0.27	0.13	0.12	0.27	0.08	0.11	0.31	0.14
Crit Volume:		596			208			163			439	
Crit Moves:		****			****			****			****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	108	1273	114	55	764	137	257	729	61	98	513	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1273	114	55	764	137	257	729	61	98	513	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1273	114	55	764	137	257	729	61	98	513	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1273	114	55	764	137	257	729	61	98	513	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1273	114	55	764	137	283	729	61	98	513	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.08	0.04	0.26	0.09	0.10	0.50	0.04	0.07	0.35	0.04
Crit Volume:		637			55			729			513	
Crit Moves:		****			****			****				

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	364	861	431	142	519	339	210	1054	99	52	1248	543
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	861	431	142	519	339	210	1054	99	52	1248	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	861	431	142	519	339	210	1054	99	52	1248	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	861	431	142	519	339	210	1054	99	52	1248	543
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	861	431	156	519	339	231	1054	99	52	1248	543
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.83	0.17	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2564	241	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.26	0.31	0.31	0.06	0.19	0.24	0.08	0.41	0.41	0.04	0.30	0.39
Crit Volume:	364			260			116					543
Crit Moves:	****			****			****					****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	111	1120	19	108	337	215	130	524	21	12	563	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1120	19	108	337	215	130	524	21	12	563	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1120	19	108	337	215	130	524	21	12	563	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1120	19	108	337	215	130	524	21	12	563	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1120	19	108	337	215	130	524	21	12	563	446
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.12	0.88
Final Sat.:	1454	2859	48	1454	2907	1454	1454	2795	112	1454	1622	1285
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.39	0.07	0.12	0.15	0.09	0.19	0.19	0.01	0.35	0.35
Crit Volume:	570			108			130					505
Crit Moves:	****			****			****					****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	1.155
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	49	498	178	36	52	300	544	1359	7	46	1474	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	498	178	36	52	300	544	1359	7	46	1474	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	498	178	36	52	300	544	1359	7	46	1474	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	498	178	36	52	300	544	1359	7	46	1474	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	498	178	36	52	330	544	1359	7	46	1474	62
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.14	1.37	0.49	1.00	1.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	196	1997	714	1454	1454	2907	1454	4338	22	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.02	0.04	0.11	0.37	0.31	0.31	0.03	0.51	0.04
Crit Volume:			363	36			544				737	
Crit Moves:			****	****			****				****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	698	0	0	424	0	544	0	861	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	698	0	0	424	0	544	0	861	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	698	0	0	424	0	544	0	861	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	698	0	0	424	0	544	0	861	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	698	0	0	424	0	544	0	947	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.73	0.00	1.27	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	1040	0	1810	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.15	0.00	0.52	0.00	0.52	0.00	0.00	0.00
Crit Volume:		349			0				746		0	
Crit Moves:		****			****				****			

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	488	2	40	0	0	10	6	1014	607	132	1389	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	2	40	0	0	10	6	1014	607	132	1389	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	2	40	0	0	10	6	1014	607	132	1389	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	2	40	0	0	10	6	1014	607	132	1389	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	537	2	40	0	0	10	6	1014	607	132	1389	26
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	2795	10	1403	0	0	1403	1403	2805	1403	1403	2753	52
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.03	0.00	0.00	0.01	0.00	0.36	0.43	0.09	0.50	0.50
Crit Volume:	269					10	0				708	
Crit Moves:	****					****	****				****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 1 0
Volume Module:												
Base Vol:	257	184	100	21	99	15	24	852	126	101	824	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	184	100	21	99	15	24	852	126	101	824	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	184	100	21	99	15	24	852	126	101	824	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	184	100	21	99	15	24	852	126	101	824	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	184	100	21	99	15	24	852	126	101	824	21
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.65	0.35	0.16	0.73	0.11	1.00	1.74	0.26	1.00	1.95	0.05
Final Sat.:	1444	935	508	225	1059	160	1444	2515	372	1444	2816	72
Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.20	0.09	0.09	0.09	0.02	0.34	0.34	0.07	0.29	0.29
Crit Volume:	257			135				489	101			
Crit Moves:	****			****				****	****			

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	603	558	0	0	530	101	210	0	228	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	558	0	0	530	101	210	0	228	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	603	558	0	0	530	101	210	0	228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	603	558	0	0	530	101	210	0	228	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	603	558	0	0	530	101	210	0	228	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1197	228	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.39	0.00	0.00	0.44	0.44	0.15	0.00	0.16	0.00	0.00	0.00
Crit Volume:	603					631			228		0	
Crit Moves:	****					****			****			

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	132	1062	233	20	512	220	76	60	341	186	35	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1062	233	20	512	220	76	60	341	186	35	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1062	233	20	512	220	76	60	341	186	35	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1062	233	20	512	220	76	60	341	186	35	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1062	233	20	512	220	76	60	341	186	35	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.40	0.60	1.00	1.00	1.00	1.00	0.53	0.47
Final Sat.:	1375	2255	495	1375	1923	827	1375	1375	1375	1375	729	646
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.47	0.01	0.27	0.27	0.06	0.04	0.25	0.14	0.05	0.05
Crit Volume:			648	20					341	186		
Crit Moves:			****	****					****	****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	D

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	61	968	105	215	686	136	116	690	50	135	463	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	968	105	215	686	136	116	690	50	135	463	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	968	105	215	686	136	116	690	50	135	463	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	968	105	215	686	136	116	690	50	135	463	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	968	105	215	686	136	116	690	50	135	463	351
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.07	0.15	0.24	0.10	0.08	0.25	0.04	0.10	0.17	0.25
Crit Volume:		484			215			345			135	
Crit Moves:		****			****			****			****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	62	931	13	133	748	183	220	12	73	18	51	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	931	13	133	748	183	220	12	73	18	51	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	931	13	133	748	183	220	12	73	18	51	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	931	13	133	748	183	220	12	73	18	51	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	931	13	133	748	183	220	12	73	18	51	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.97	0.03	1.00	1.61	0.39	1.00	0.14	0.86	1.00	0.55	0.45
Final Sat.:	1530	3018	42	1530	2459	601	1530	216	1314	1530	839	691
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.09	0.30	0.30	0.14	0.06	0.06	0.01	0.06	0.06
Crit Volume:		472		133			220					93
Crit Moves:		****		****			****					****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 1	1 0	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	147	835	459	169	622	61	80	377	214	382	251	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	835	459	169	622	61	80	377	214	382	251	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	835	459	169	622	61	80	377	214	382	251	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	835	459	169	622	61	80	377	214	382	251	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	162	835	459	186	622	61	88	377	214	420	251	136
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.82	0.18	2.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	2805	2805	1403	2805	2554	251	2805	2805	1403	2805	1819	986
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.33	0.07	0.24	0.24	0.03	0.13	0.15	0.15	0.14	0.14
Crit Volume:		418			93				214	210		
Crit Moves:		****			****				****	****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	257	1013	93	295	954	138	208	744	148	118	807	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	1013	93	295	954	138	208	744	148	118	807	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1013	93	295	954	138	208	744	148	118	807	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1013	93	295	954	138	208	744	148	118	807	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	1013	93	295	954	138	208	744	148	118	807	238
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.07	0.21	0.34	0.10	0.15	0.27	0.11	0.08	0.29	0.17
Crit Volume:		507			295			208			404	
Crit Moves:		****			****			****			****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	234	1191	135	181	901	192	175	762	159	111	689	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1191	135	181	901	192	175	762	159	111	689	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1191	135	181	901	192	175	762	159	111	689	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1191	135	181	901	192	175	762	159	111	689	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1191	135	181	901	192	175	762	159	111	689	133
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.17	0.42	0.10	0.13	0.32	0.14	0.12	0.27	0.11	0.08	0.25	0.09
Crit Volume:		596			181			175			345	
Crit Moves:		****			****			****			****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	198	1261	195	249	735	152	145	881	111	126	885	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1261	195	249	735	152	145	881	111	126	885	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1261	195	249	735	152	145	881	111	126	885	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1261	195	249	735	152	145	881	111	126	885	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1261	195	249	735	152	145	881	111	126	885	213
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.45	0.14	0.18	0.26	0.11	0.10	0.31	0.08	0.09	0.32	0.15
Crit Volume:		631			249			145			443	
Crit Moves:		****			****			****			****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	1.132
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	261	1035	159	120	611	214	468	1020	156	108	837	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	1035	159	120	611	214	468	1020	156	108	837	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	1035	159	120	611	214	468	1020	156	108	837	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1035	159	120	611	214	468	1020	156	108	837	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1035	159	120	611	214	468	1020	156	108	837	126
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2433	372	1403	2438	367
Capacity Analysis Module:												
Vol/Sat:	0.19	0.37	0.11	0.09	0.22	0.15	0.33	0.42	0.42	0.08	0.34	0.34
Crit Volume:	518			120			468			482		
Crit Moves:	****			****			****			****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	195	725	162	318	459	97	303	1429	266	271	681	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	725	162	318	459	97	303	1429	266	271	681	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	725	162	318	459	97	303	1429	266	271	681	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	725	162	318	459	97	303	1429	266	271	681	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	195	725	162	318	459	97	333	1429	266	298	681	255
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.12	0.23	0.16	0.07	0.12	0.51	0.19	0.11	0.24	0.18
Crit Volume:		363		318				714		149		
Crit Moves:		****		****				****		****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	114	660	75	116	389	530	110	924	1	91	898	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	660	75	116	389	530	110	924	1	91	898	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	660	75	116	389	530	110	924	1	91	898	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	660	75	116	389	530	110	924	1	91	898	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	660	75	116	389	583	110	924	1	91	898	244
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.20	1.80	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2469	281	1375	1651	2474	1375	2747	3	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.08	0.24	0.24	0.08	0.34	0.34	0.07	0.33	0.18
Crit Volume:			368			324	110				449	
Crit Moves:			****			****	****				****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	143	0	36	0	0	0	0	444	225	35	610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	0	36	0	0	0	0	444	225	35	610	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	0	36	0	0	0	0	444	225	35	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	0	36	0	0	0	0	444	225	35	610	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	0	36	0	0	0	0	444	225	35	610	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.02	0.20	0.00
Crit Volume:	79				0			0			305	
Crit Moves:	****						****				****	

Cumulative Base PM

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name:	N Hollywood Way NB						San Fernando Rd WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0	0 0	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	2096	191	0	0	0	0	0	0	0	0	327
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Base PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.9]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	2 1	0	0 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	1142	147	0	0	214	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1142	147	0	0	214	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1142	0	0	0	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	1142	0	0	0	214	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	381	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	671	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	671	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.4	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	153	0	26	0	0	0	0	481	212	41	684	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	0	26	0	0	0	0	481	212	41	684	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	0	26	0	0	0	0	481	212	41	684	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	0	26	0	0	0	0	481	212	41	684	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	0	26	0	0	0	0	481	212	41	684	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.08	0.92	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3123	1377	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.03	0.23	0.00
Crit Volume:	153				0			0			342	
Crit Moves:	****						****				****	

Cumulative Base PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.6]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	106	702	0	0	539	4	16	0	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	702	0	0	539	4	16	0	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	702	0	0	539	4	16	0	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	106	702	0	0	539	4	16	0	174	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	543 xxxx	xxxxx	xxxx	xxxx	xxxxx	1104	1455	272	xxxx	xxxx	xxxxx	
Potent Cap.:	1036 xxxx	xxxxx	xxxx	xxxx	xxxxx	208	131	732	xxxx	xxxx	xxxxx	
Move Cap.:	1036 xxxx	xxxxx	xxxx	xxxx	xxxxx	192	118	732	xxxx	xxxx	xxxxx	
Total Cap:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	323	230	xxxxx	195	217	xxxxx	
Volume/Cap:	0.10 xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.24	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.3 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	8.9 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT				
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	662	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx		12.6		xxxxxx					
ApproachLOS:	*		*		B		*					

Note: Queue reported is the number of cars per lane.

Cumulative Base PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.2]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	5	0	32	0	0	0	0	132	2	7	105	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	5	0	32	0	0	0	0	132	2	7	105	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	5	0	32	0	0	0	0	132	2	7	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	32	0	0	0	0	132	2	7	105	0
Critical Gap Module:												
Critical Gp:	6.4 6.5		6.2	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx
FollowUpTim:	3.5 4.0		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	252 252		133	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	134 xxxx		xxxxx
Potent Cap.:	741 655		922	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1463 xxxx		xxxxx
Move Cap.:	738 652		922	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1463 xxxx		xxxxx
Volume/Cap:	0.01 0.00		0.03	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.00 xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.0 xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	7.5 xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 892		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx 0.1		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	0.0 xxxx		xxxxx
Shrd ConDel:	xxxxx 9.2		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	7.5 xxxx		xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Cumulative Base PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	1.060
Loss Time (sec):	0	Average Delay (sec/veh):	43.0
Optimal Cycle:	0	Level Of Service:	E

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	119	511	298	118	0	0	0	0	406	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	511	298	118	0	0	0	0	406	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	119	511	298	118	0	0	0	0	406	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	119	511	298	118	0	0	0	0	406	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	119	511	298	118	0	0	0	0	406	0	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.19	0.81	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	112	482	489	523	0	0	0	0	1307	-456	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.06	1.06	0.61	0.23	xxxx	xxxx	xxxx	xxxx	0.31	0.00	0.49
Crit Moves:		****		****								****
Delay/Veh:	0.0	77.9	77.9	20.6	11.5	0.0	0.0	0.0	0.0	17.3	17.6	17.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	77.9	77.9	20.6	11.5	0.0	0.0	0.0	0.0	17.3	17.6	17.6
LOS by Move:	*	F	F	C	B	*	*	*	*	C	C	C
ApproachDel:		77.9			18.0			xxxxxx			17.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		77.9			18.0			xxxxxx			17.1	
LOS by Appr:		F			C			*			C	
AllWayAvgQ:	11.4	11.4	11.4	1.4	0.3	0.0	0.0	0.0	0.0	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Cumulative Base PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[15.6]

Street Name:	N San Fernando Blvd									Winova					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	1	0 0	0	0	0	0	
Volume Module:															
Base Vol:	100	440	0	0	389	25	68	0	83	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	100	440	0	0	389	25	68	0	83	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	100	440	0	0	389	25	68	0	83	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	100	440	0	0	389	25	68	0	83	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	414	xxxx	xxxxx	xxxx	xxxx	xxxxx	822	1042	207	xxxx	xxxx	xxxxx			
Potent Cap.:	1156	xxxx	xxxxx	xxxx	xxxx	xxxxx	316	232	805	xxxx	xxxx	xxxxx			
Move Cap.:	1156	xxxx	xxxxx	xxxx	xxxx	xxxxx	295	212	805	xxxx	xxxx	xxxxx			
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.10	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx			
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	389	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			15.6			xxxxxx					
ApproachLOS:	*			*			C			*					

Note: Queue reported is the number of cars per lane.

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.205
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	105	75	11	6	16	58	17	78	39	8	164	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	75	11	6	16	58	17	78	39	8	164	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	75	11	6	16	58	17	78	39	8	164	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	75	11	6	16	58	17	78	39	8	164	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	75	11	6	16	58	17	78	39	8	164	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.39	0.06	0.08	0.20	0.72	0.25	1.17	0.58	0.09	1.75	0.16
Final Sat.:	825	589	86	113	300	1088	381	1746	873	128	2631	241
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.05	0.05	0.05	0.04	0.04	0.04	0.06	0.06	0.06
Crit Volume:			191			6			17			94
Crit Moves:			****			****			****			****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	160	178	127	5	62	29	15	113	117	35	184	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	178	127	5	62	29	15	113	117	35	184	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	178	127	5	62	29	15	113	117	35	184	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	178	127	5	62	29	15	113	117	35	184	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	178	127	5	62	29	15	113	117	35	184	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.39	0.27	0.05	0.65	0.30	1.00	0.49	0.51	1.00	0.87	0.13
Final Sat.:	516	574	410	78	969	453	1500	737	763	1500	1302	198
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.06	0.06	0.06	0.01	0.15	0.15	0.02	0.14	0.14
Crit Volume:			465			5			230			35
Crit Moves:			****			****			****			****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	1	2	185	0	166	78	456	0	1	362	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	185	0	166	78	456	0	1	362	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	185	0	166	78	456	0	1	362	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	185	0	166	78	456	0	1	362	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	185	0	166	78	456	0	1	362	102
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.56	0.44
Final Sat.:	0	475	950	1425	0	1425	1425	2850	0	1425	2223	627
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.12	0.05	0.16	0.00	0.00	0.16	0.16
Crit Volume:			3			185			78			232
Crit Moves:			****			****			****			****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1! 0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	108	0	6	11	258	0	0	481	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	6	11	258	0	0	481	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	6	11	258	0	0	481	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	6	11	258	0	0	481	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	108	0	6	11	258	0	0	481	260
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	2.00	0.00	0.00	1.30	0.70
Final Sat.:	0	0	0	1350	0	75	1425	2850	0	0	1850	1000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.01	0.09	0.00	0.00	0.26	0.26
Crit Volume:			0	108			11				371	
Crit Moves:				****			****				****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	55	0	262	0	212	0	0	485	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	262	0	212	0	0	485	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	262	0	212	0	0	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	262	0	212	0	0	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	262	0	212	0	0	485	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.17	0.00	0.07	0.00	0.00	0.16	0.00
Crit Volume:	0					262	0				242	
Crit Moves:						****	****				****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 unknown

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	240	0	43	0	741	961	150	1235	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	43	0	741	961	150	1235	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	240	0	43	0	741	961	150	1235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	240	0	43	0	741	961	150	1235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	264	0	43	0	741	961	165	1235	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.03	0.00	0.26	0.67	0.06	0.43	0.00
Crit Volume:	0			132				371			618	
Crit Moves:				****							****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 0	2	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	860	10	270	0	0	0	60	921	0	0	525	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	10	270	0	0	0	60	921	0	0	525	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	860	10	270	0	0	0	60	921	0	0	525	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	10	270	0	0	0	60	921	0	0	525	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	946	10	270	0	0	0	66	921	0	0	525	340
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.21	0.79
Final Sat.:	2820	30	1425	0	0	0	2850	2850	0	0	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.19	0.00	0.00	0.00	0.02	0.32	0.00	0.00	0.30	0.30
Crit Volume:	478				0		33				433	
Crit Moves:	****						****				****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2	1 1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	479	525	256	732	465	145	125	1408	327	302	1338	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	525	256	732	465	145	125	1408	327	302	1338	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	525	256	732	465	145	125	1408	327	302	1338	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	525	256	732	465	145	125	1408	327	302	1338	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	527	525	256	805	465	145	138	1408	327	332	1338	544
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.54	1.46	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3556	2054	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.18	0.23	0.23	0.10	0.05	0.33	0.23	0.12	0.32	0.39
Crit Volume:	263			318				469		166		
Crit Moves:	****			****				****		****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	1 1	0 0	3	1 0	2 0	3	0 0
Volume Module:												
Base Vol:	289	0	40	664	74	340	0	2027	452	181	1641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	0	40	664	74	340	0	2027	452	181	1641	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	0	40	664	74	340	0	2027	452	181	1641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	0	40	664	74	340	0	2027	452	181	1641	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	289	0	40	730	74	374	0	2027	452	199	1641	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	2.00	0.33	1.67	0.00	3.27	0.73	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2850	471	2379	0	4661	1039	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.03	0.26	0.16	0.16	0.00	0.43	0.43	0.07	0.38	0.00
Crit Volume:	289			365				620		100		
Crit Moves:	****			****				****		****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 2	0	0 0	0 0	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	651	10	711	0	0	0	450	1955	0	0	1426	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	651	10	711	0	0	0	450	1955	0	0	1426	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	651	10	711	0	0	0	450	1955	0	0	1426	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	10	711	0	0	0	450	1955	0	0	1426	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	716	10	782	0	0	0	495	1955	0	0	1426	377
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2811	39	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.27	0.00	0.00	0.00	0.17	0.46	0.00	0.00	0.33	0.26
Crit Volume:			391	0			248				475	
Crit Moves:			****				****				****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Airport							W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Prot+Permit			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	1	0	1! 0	0	1	0	0	1	0	1	0
Volume Module:													
Base Vol:	0	0	0	1	1	72	81	281	2	0	726	3	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	1	1	72	81	281	2	0	726	3	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	1	1	72	81	281	2	0	726	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	1	1	72	81	281	2	0	726	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	1	1	72	81	281	2	0	726	3	
Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	0.99	0.01	0.00	1.99	0.01	
Final Sat.:	0	0	0	1425	14	1411	1425	1415	10	0	2838	12	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.07	0.05	0.06	0.20	0.20	0.00	0.26	0.26	
Crit Volume:	0			100			81			365			
Crit Moves:				****			****			****			

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	D

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	16	0	717	322	686	0	0	771	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	717	322	686	0	0	771	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	717	322	686	0	0	771	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	717	322	686	0	0	771	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	0	789	322	686	0	0	771	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.08	1.08	1.08	1.08	0.92
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	52	0	2579	1316	3069	0	0	2980	76
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.31	0.24	0.22	0.00	0.00	0.26	0.30
Crit Volume:	0					402	322					397
Crit Moves:						****	****					****

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

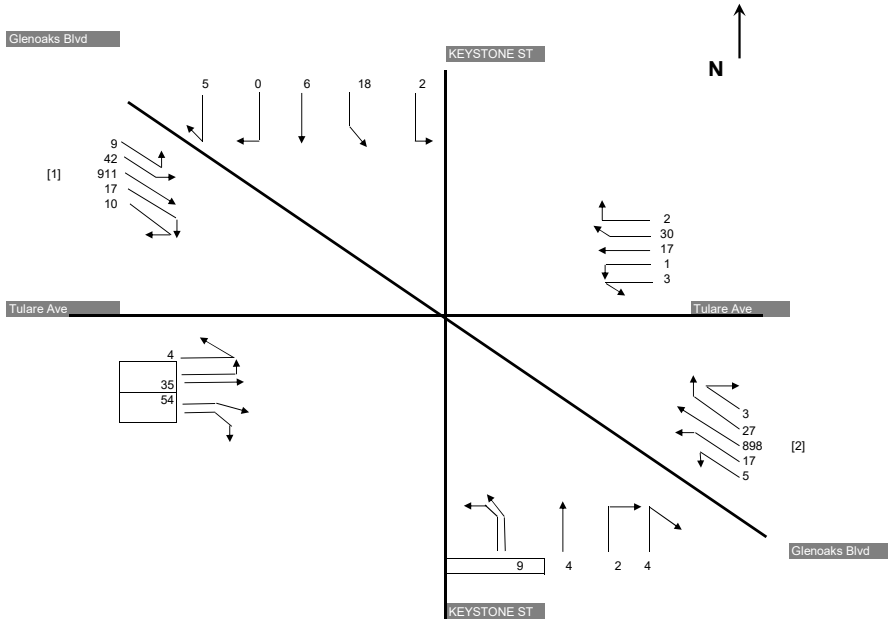
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	179	1118	48	19	718	49	93	11	400	52	26	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	1118	48	19	718	49	93	11	400	52	26	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	1118	48	19	718	49	93	11	400	52	26	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1118	48	19	718	49	93	11	400	52	26	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1118	48	19	718	49	93	11	400	52	26	35
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	0.03	0.97	1.00	0.43	0.57
Final Sat.:	1444	2769	119	1444	2888	1444	1444	39	1405	1444	615	828
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.40	0.01	0.25	0.03	0.06	0.28	0.28	0.04	0.04	0.04
Crit Volume:			583	19				411		52		
Crit Moves:			****	****				****		****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Future Base - PM Peak Hour



[1] 911.094109340496 is the maxiumum SB-TH volume along Glenoaks
[2] 898 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd

Max { (SBT 911 + SBR 27)/2 + NBL 22/1 = 491 } or { (NBT/R 898 + 30)/2 + SBL 51/1 = 515 }

Glenoaks Blvd SBT and SBR | Glenoaks Blvd NBL | Glenoaks Blvd NBT and NBR | Glenoaks Blvd SBL

Critical Volume = 515 per lane
v/c = 0.357

pair 2 Keystone S

Max { (SBL 20 + SBT 6 + SBR 5)/1 + NBL 9/1 = 41 } or { (NBL 9 + NBT 4 + NBR 6)/1 + SBL 20/1 = 39 }

Keystone SBL, SBT, and SBR | Keystone NBL | Keystone NBL, NBT, and NBR | Keystone SBL

Critical Volume = 41 per lane
v/c = 0.028

pair 3 Tulare Ave

Max { (EBL 4 + EBT 35 + EBR 54)/1 + WBL 4/1 = 96 } or { (WBL 4 + WBT 17 + WBR 33)/1 + EBL 4/1 = 58 }

Tulare Ave EBL, EBT, and EBR | Tulare Ave WBL | Tulare Ave WBL, WBT, and WBR | Tulare Ave EBL

Critical Volume = 96 per lane
v/c = 0.067

						Loss Time		ATSAC Credit		
V/C =	**0.357**	**+**	**0.028**	**+**	**0.067**	**+**	**0.000**	**-**	**0**	**=**	**0.452**

LOS = A

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

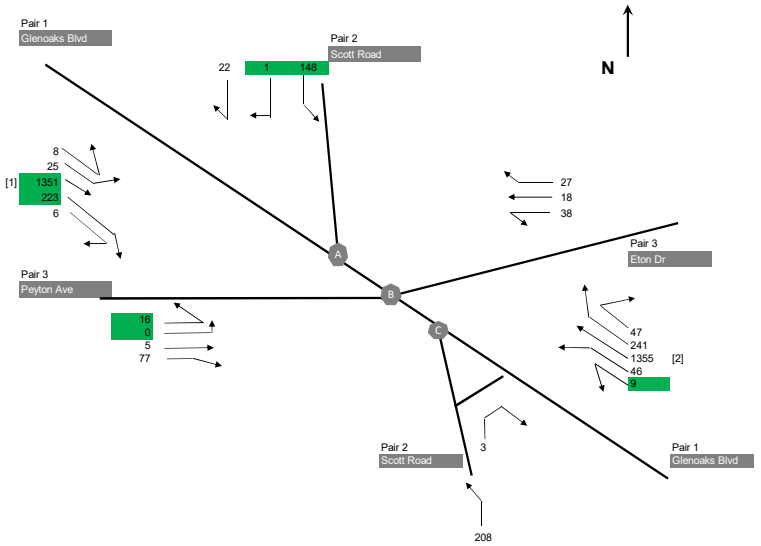
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	129	970	14	22	921	3	4	42	330	17	35	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	970	14	22	921	3	4	42	330	17	35	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	970	14	22	921	3	4	42	330	17	35	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	970	14	22	921	3	4	42	330	17	35	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	970	14	22	921	3	4	42	330	17	35	26
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.09	0.91	1.00	0.22	0.45	0.33
Final Sat.:	1496	2950	43	1496	2983	10	130	1366	1496	326	671	499
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.01	0.31	0.31	0.03	0.03	0.22	0.05	0.05	0.05
Crit Volume:	0			462					330	17		
Crit Moves:	****			****					****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Future Base - PM Peak Hour



[1] 1350.62186096544 is the maxiumum SB-TH volume along Glenoaks
A SB-TH at Scott Road (SB approach): 1232
B SB-TH at Peyton Ave & Eton Dr: 1351
C SB-TH at Scott Road (NB approach): 1254
[2] 1355 is the maxiumum NB-TH volume along Glenoaks
A NB-TH at Scott Road (SB approach): 1149
B NB-TH at Peyton Ave & Eton Dr: 1355
C NB-TH at Scott Road (NB approach): 1294

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { SBT 1350.622 + SBR 229 / 2 (Glenoaks Blvd SB) + NBL 56 / 1 (Glenoaks Blvd NB) = **846** } or { NBT 1355 + NBR 288 / 2 (Glenoaks Blvd NB) + SBL 33.648 / 1 (Glenoaks Blvd SB) = 855 }

Critical Volume = **855**
v/c = **0.592**

Pair 1A Glenoaks Blvd Scott Road (SB approach) *Permissive Lefts*

Max { SBT 1232 / 2 (Glenoaks Blvd SB) = **616** } or { NBT 1149 + NBR 240.79 / 2 (Glenoaks Blvd NB) + SBL 8 / 1 (Glenoaks Blvd SB) = 703.14 }

Critical Volume = **703.1392**
v/c = **0.487**

Pair 1B Glenoaks Blvd Peyton Ave & Eton Dr *Permissive Lefts*

Max { SBT 1351 + SBR 6 / 2 (Glenoaks Blvd SB) + NBL 46 / 1 (Glenoaks Blvd NB) = **725** } or { NBT 1355 + NBR 47 / 2 (Glenoaks Blvd NB) + SBL 25 / 1 (Glenoaks Blvd SB) = 726.27 }

Critical Volume = **726**
v/c = **0.503**

Pair 1C Glenoaks Blvd Scott Road (NB approach) *Permissive Lefts*

Max { SBT 1254 + SBR 223 / 2 (Glenoaks Blvd SB) + NBL 9 / 1 (Glenoaks Blvd NB) = **748** } or { NBT 1294 / 2 (Glenoaks Blvd NB) = 647 }

Critical Volume = **748**
v/c = **0.518**

Pair 2 Scott Road *Permissive Lefts*

Max { SBT 148 + SBR 23 / 1 (Scott Road (All SB Movements)) = **171.39** } or { NBT 208.2 + NBR* 0 / 1 (Scott Road (All NB Movements)) = 208.2 }

*NBR is excluded due to channelization

Critical Volume = **208.1974**
v/c = **0.144**

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { EBL 16 + EBT 5.2575 + EBR 77 / 1 (Peyton Ave (All EB Movements)) = **97.79** } and { WBL 37.854 + WBT 17.876 + WBR 27 / 1 (Eton Dr (All WB Movements)) = **83** }

Split phase, sum critical volumes

Critical Volume = **181**
v/c = **0.125**

						Loss Time		ATSAC Credit		
V/C =	**0.592**	**+**	**0.144**	**+**	**0.125**	**+**	**0.000**	**-**	**0**	**=**	**0.862**
LOS =		**D**								

						Loss Time		ATSAC Credit		
V/C =	0.518	+	0.144	+	0.125	+	0.000	-	0	=	0.788
LOS =		C								

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	2	0	1! 0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	2	900	0	5	0	954	0	0	741	1068
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	900	0	5	0	954	0	0	741	1068
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	2	900	0	5	0	954	0	0	741	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	900	0	5	0	954	0	0	741	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	2	990	0	5	0	954	0	0	741	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.98	0.01	0.01	0.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	1454	4339	0	22	0	4361	0	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.22	0.00	0.00	0.25	0.00
Crit Volume:			2	332			0				371	
Crit Moves:			****	****			****				****	

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	228	1474	77	102	711	138	150	624	103	20	470	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	1474	77	102	711	138	150	624	103	20	470	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1474	77	102	711	138	150	624	103	20	470	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1474	77	102	711	138	150	624	103	20	470	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1474	77	102	711	138	150	624	103	20	470	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.86	0.14	1.00	0.78	0.22
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1313	217	1530	1195	335
Capacity Analysis Module:												
Vol/Sat:	0.15	0.48	0.05	0.07	0.23	0.09	0.10	0.48	0.48	0.01	0.39	0.39
Crit Volume:	737			102			150			602		
Crit Moves:	****			****			****			****		

Cumulative Base PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2	1 0	1 0	0	2	0 0	0	0 0
Volume Module:												
Base Vol:	490	1866	0	0	2207	105	33	0	404	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1866	0	0	2207	105	33	0	404	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	1866	0	0	2207	105	33	0	404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1866	0	0	2207	105	33	0	404	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	490	1866	0	0	2207	105	33	0	444	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.86	0.14	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4162	198	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.43	0.00	0.00	0.53	0.53	0.02	0.00	0.15	0.00	0.00	0.00
Crit Volume:	490				771				222	0		
Crit Moves:	****				****				****			

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	1	1398	2	3	1462	0	0	0	0	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1398	2	3	1462	0	0	0	0	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1398	2	3	1462	0	0	0	0	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1398	2	3	1462	0	0	0	0	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1398	2	3	1462	0	0	0	0	2	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1530	3056	4	1530	4590	0	0	1530	0	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	700			3			0					3
Crit Moves:	****			****								****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	177	1179	33	78	1221	129	128	23	205	29	43	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	1179	33	78	1221	129	128	23	205	29	43	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1179	33	78	1221	129	128	23	205	29	43	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1179	33	78	1221	129	128	23	205	29	43	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	1179	33	78	1221	129	128	23	205	29	43	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2828	79	1454	3944	417	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.42	0.05	0.31	0.31	0.09	0.02	0.14	0.02	0.03	0.05
Crit Volume:			606	78					205	29		
Crit Moves:			****	****					****	****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	20	1056	91	207	1120	132	127	4	11	66	17	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1056	91	207	1120	132	127	4	11	66	17	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1056	91	207	1120	132	127	4	11	66	17	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1056	91	207	1120	132	127	4	11	66	17	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1056	91	207	1120	132	140	4	11	66	17	221
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.06	0.15	0.40	0.09	0.05	0.00	0.01	0.05	0.01	0.16
Crit Volume:		528			207			70				221
Crit Moves:		****			****			****				****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	95	942	3	43	1388	31	116	3	67	3	27	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	942	3	43	1388	31	116	3	67	3	27	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	942	3	43	1388	31	116	3	67	3	27	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	942	3	43	1388	31	116	3	67	3	27	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	942	3	43	1388	31	116	3	67	3	27	102
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	2.93	0.07	1.00	0.04	0.96	1.00	0.21	0.79
Final Sat.:	1454	2898	9	1454	4265	95	1454	62	1391	1454	304	1149
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.03	0.33	0.33	0.08	0.05	0.05	0.00	0.09	0.09
Crit Volume:	95			473			116			129		
Crit Moves:	****			****			****			****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	119	751	90	150	739	177	168	652	87	73	720	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	751	90	150	739	177	168	652	87	73	720	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	751	90	150	739	177	168	652	87	73	720	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	751	90	150	739	177	168	652	87	73	720	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	751	90	150	739	177	168	652	87	73	720	145
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.06	0.11	0.26	0.13	0.12	0.23	0.06	0.05	0.26	0.10
Crit Volume:		376			150			168			360	
Crit Moves:		****			****			****			****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	63	715	130	106	686	85	170	585	58	145	580	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	715	130	106	686	85	170	585	58	145	580	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	715	130	106	686	85	170	585	58	145	580	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	715	130	106	686	85	170	585	58	145	580	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	715	130	106	686	85	170	585	58	145	580	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2552	253	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.09	0.08	0.24	0.06	0.12	0.23	0.23	0.10	0.21	0.06
Crit Volume:		358			106			322			145	
Crit Moves:		****			****			****			****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	148	700	225	215	675	130	134	652	112	202	644	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	700	225	215	675	130	134	652	112	202	644	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	700	225	215	675	130	134	652	112	202	644	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	700	225	215	675	130	134	652	112	202	644	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	700	225	215	675	130	134	652	112	202	644	212
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.16	0.15	0.24	0.09	0.10	0.23	0.08	0.14	0.23	0.15
Crit Volume:		350			215			326			202	
Crit Moves:		****			****			****			****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	B

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	39	718	61	69	847	109	213	425	64	125	270	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	718	61	69	847	109	213	425	64	125	270	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	718	61	69	847	109	213	425	64	125	270	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	718	61	69	847	109	213	425	64	125	270	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	718	61	69	847	109	234	425	64	125	270	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.04	0.05	0.29	0.07	0.08	0.29	0.04	0.09	0.19	0.04
Crit Volume:	39			424			425			270		
Crit Moves:	****			****			****					

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	127	377	89	101	558	150	152	457	58	76	640	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	377	89	101	558	150	152	457	58	76	640	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	377	89	101	558	150	152	457	58	76	640	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	377	89	101	558	150	152	457	58	76	640	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	377	89	111	558	150	167	457	58	76	640	265
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.77	0.23	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2489	316	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.06	0.04	0.20	0.11	0.06	0.18	0.18	0.05	0.15	0.19
Crit Volume:	127			279			84					265
Crit Moves:	****			****			****					****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	390	3	44	338	318	107	167	32	12	216	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	390	3	44	338	318	107	167	32	12	216	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	390	3	44	338	318	107	167	32	12	216	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	390	3	44	338	318	107	167	32	12	216	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	390	3	44	338	318	107	167	32	12	216	112
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.32	0.68
Final Sat.:	1454	2885	22	1454	2907	1454	1454	2440	467	1454	1914	993
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.03	0.12	0.22	0.07	0.07	0.07	0.01	0.11	0.11
Crit Volume:	36					318	107				164	
Crit Moves:	****					****	****				****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	3	41	21	12	27	321	356	829	5	31	758	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	41	21	12	27	321	356	829	5	31	758	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	41	21	12	27	321	356	829	5	31	758	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	41	21	12	27	321	356	829	5	31	758	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	41	21	12	27	353	356	829	5	31	758	36
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.09	1.26	0.65	1.00	1.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	134	1834	939	1454	1454	2907	1454	4334	26	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.02	0.12	0.24	0.19	0.19	0.02	0.26	0.02
Crit Volume:	3					177	356				379	
Crit Moves:	****					****	****				****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	373	0	0	423	0	313	0	418	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	373	0	0	423	0	313	0	418	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	373	0	0	423	0	313	0	418	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	373	0	0	423	0	313	0	418	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	373	0	0	423	0	313	0	460	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.81	xxxx	1.19	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	1154	0	1696	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.15	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Crit Volume:	0				212				386		0	
Crit Moves:	****				****				****			

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	458	4	51	0	0	4	5	508	130	56	581	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	4	51	0	0	4	5	508	130	56	581	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	4	51	0	0	4	5	508	130	56	581	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	4	51	0	0	4	5	508	130	56	581	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	4	51	0	0	4	5	508	130	56	581	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.98	0.02	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	2783	22	1403	0	0	1403	1403	2805	1403	1403	2786	19
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.00	0.00	0.00	0.00	0.18	0.09	0.04	0.21	0.21
Crit Volume:	254			0			254			56		
Crit Moves:	****			****			****			****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	C

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	223	162	75	19	154	6	15	1101	121	113	519	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	162	75	19	154	6	15	1101	121	113	519	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	162	75	19	154	6	15	1101	121	113	519	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	162	75	19	154	6	15	1101	121	113	519	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	162	75	19	154	6	15	1101	121	113	519	14
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.68	0.32	0.11	0.86	0.03	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	1444	987	457	153	1242	48	1444	2602	286	1444	2812	76
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.16	0.12	0.12	0.12	0.01	0.42	0.42	0.08	0.18	0.18
Crit Volume:	223					179			611	113		
Crit Moves:	****					****			****	****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	D

Street Name:	N Buena Vista St							I-5 NB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	340	304	0		0	318	76		180	0	449		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	340	304	0		0	318	76		180	0	449		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	340	304	0		0	318	76		180	0	449		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	340	304	0		0	318	76		180	0	449		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	340	304	0		0	318	76		180	0	449		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.81	0.19		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	1425	0		0	1150	275		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.21	0.00		0.00	0.28	0.28		0.13	0.00	0.32		0.00	0.00	0.00	
Crit Volume:	340					394					449			0		
Crit Moves:	****					****					****					

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0 0 1 0
Volume Module:												
Base Vol:	210	556	272	30	600	137	45	94	179	213	55	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	556	272	30	600	137	45	94	179	213	55	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	556	272	30	600	137	45	94	179	213	55	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	556	272	30	600	137	45	94	179	213	55	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	556	272	30	600	137	45	94	179	213	55	42
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.34	0.66	1.00	1.63	0.37	1.00	1.00	1.00	1.00	0.57	0.43
Final Sat.:	1375	1847	903	1375	2239	511	1375	1375	1375	1375	780	595
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.02	0.27	0.27	0.03	0.07	0.13	0.15	0.07	0.07
Crit Volume:	210				369			94		213		
Crit Moves:	****				****			****		****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	28	714	18	6	821	165	96	310	44	36	167	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	714	18	6	821	165	96	310	44	36	167	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	714	18	6	821	165	96	310	44	36	167	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	714	18	6	821	165	96	310	44	36	167	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	714	18	6	821	165	96	310	44	36	167	229
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.01	0.00	0.29	0.12	0.07	0.11	0.03	0.03	0.06	0.16
Crit Volume:	28				410		96					229
Crit Moves:	****				****		****					****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0 1	0
Volume Module:												
Base Vol:	40	594	7	98	607	177	141	116	57	5	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	594	7	98	607	177	141	116	57	5	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	594	7	98	607	177	141	116	57	5	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	594	7	98	607	177	141	116	57	5	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	594	7	98	607	177	141	116	57	5	56	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.98	0.02	1.00	1.55	0.45	1.00	0.67	0.33	1.00	0.67	0.33
Final Sat.:	1530	3024	36	1530	2369	691	1530	1026	504	1530	1032	498
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.06	0.26	0.26	0.09	0.11	0.11	0.00	0.05	0.05
Crit Volume:	40			392			141					83
Crit Moves:	****			****			****					****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	93	418	530	62	190	12	47	205	130	470	260	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	418	530	62	190	12	47	205	130	470	260	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	418	530	62	190	12	47	205	130	470	260	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	418	530	62	190	12	47	205	130	470	260	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	102	418	530	68	190	12	52	205	130	517	260	205
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.88	0.12	2.00	2.00	1.00	2.00	1.12	0.88
Final Sat.:	2805	2805	1403	2805	2638	167	2805	2805	1403	2805	1568	1237
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.38	0.02	0.07	0.07	0.02	0.07	0.09	0.18	0.17	0.17
Crit Volume:			530	34					130	0		
Crit Moves:			****	****					****	****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	184	635	91	250	571	101	147	627	117	141	627	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	635	91	250	571	101	147	627	117	141	627	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	635	91	250	571	101	147	627	117	141	627	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	635	91	250	571	101	147	627	117	141	627	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	635	91	250	571	101	147	627	117	141	627	218
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.06	0.18	0.20	0.07	0.10	0.22	0.08	0.10	0.22	0.16
Crit Volume:	318			250			147			314		
Crit Moves:	****			****			****			****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	169	739	114	95	663	122	142	599	117	178	523	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	739	114	95	663	122	142	599	117	178	523	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	739	114	95	663	122	142	599	117	178	523	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	739	114	95	663	122	142	599	117	178	523	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	739	114	95	663	122	142	599	117	178	523	98
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.08	0.07	0.24	0.09	0.10	0.21	0.08	0.13	0.19	0.07
Crit Volume:	169				332			300		178		
Crit Moves:	****				****			****		****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	152	686	178	172	600	146	140	714	134	134	781	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	686	178	172	600	146	140	714	134	134	781	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	686	178	172	600	146	140	714	134	134	781	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	686	178	172	600	146	140	714	134	134	781	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	686	178	172	600	146	140	714	134	134	781	127
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.13	0.12	0.21	0.10	0.10	0.25	0.10	0.10	0.28	0.09
Crit Volume:		343			172			140			391	
Crit Moves:		****			****			****			****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	88	622	203	82	595	235	225	635	58	92	597	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	622	203	82	595	235	225	635	58	92	597	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	622	203	82	595	235	225	635	58	92	597	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	622	203	82	595	235	225	635	58	92	597	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	622	203	82	595	235	225	635	58	92	597	54
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	1.83	0.17
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2570	235	1403	2572	233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.14	0.06	0.21	0.17	0.16	0.25	0.25	0.07	0.23	0.23
Crit Volume:	311			82			225					326
Crit Moves:	****			****			****					****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	67	480	87	182	492	61	244	631	90	138	375	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	480	87	182	492	61	244	631	90	138	375	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	480	87	182	492	61	244	631	90	138	375	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	480	87	182	492	61	244	631	90	138	375	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	67	480	87	182	492	61	268	631	90	152	375	154
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.06	0.13	0.18	0.04	0.10	0.22	0.06	0.05	0.13	0.11
Crit Volume:	240			182			316			76		
Crit Moves:	****			****			****			****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	96	501	139	47	329	360	69	312	2	38	347	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	501	139	47	329	360	69	312	2	38	347	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	501	139	47	329	360	69	312	2	38	347	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	501	139	47	329	360	69	312	2	38	347	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	501	139	47	329	396	69	312	2	38	347	73
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.36	1.64	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2153	597	1375	1872	2253	1375	2732	18	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.03	0.18	0.18	0.05	0.11	0.11	0.03	0.13	0.05
Crit Volume:		320			242			69			174	
Crit Moves:		****			****			****			****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	98	0	6	0	0	0	0	356	111	288	708	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	0	6	0	0	0	0	356	111	288	708	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	6	0	0	0	0	356	111	288	708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	6	0	0	0	0	356	111	288	708	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	0	6	0	0	0	0	356	111	288	708	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.07	0.19	0.24	0.00
Crit Volume:	54				0			178		288		
Crit Moves:	****							****		****		

Cumulative Base Midday

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name:	N Hollywood Way NB						San Fernando Rd WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0	0 0	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	1296	89	0	0	0	0	0	0	0	0	442
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Base Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[12.8]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	2 1	0	0 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	1284	141	0	0	170	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1284	141	0	0	170	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1284	0	0	0	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	1284	0	0	0	170	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	428	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	631	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	631	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.8			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	75	0	65	0	0	0	0	384	142	42	768	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	0	65	0	0	0	0	384	142	42	768	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	0	65	0	0	0	0	384	142	42	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	0	65	0	0	0	0	384	142	42	768	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	0	65	0	0	0	0	384	142	42	768	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.19	0.81	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3285	1215	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.12	0.12	0.03	0.26	0.00
Crit Volume:	75			0			0			384		
Crit Moves:	****						****			****		

Cumulative Base Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.1]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	95	701	0	0	418	2	1	0	91	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	701	0	0	418	2	1	0	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	701	0	0	418	2	1	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	95	701	0	0	418	2	1	0	91	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	420	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	1310	210	xxxx	xxxx	xxxxx
Potent Cap.:	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	160	802	xxxx	xxxx	xxxxx
Move Cap.:	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	147	802	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	366	254	xxxxx	227	245	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.11	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	792	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Cumulative Base Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.0]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	5	0	18	0	0	0	1	92	1	4	105	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	18	0	0	0	1	92	1	4	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	18	0	0	0	1	92	1	4	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	18	0	0	0	1	92	1	4	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	208	208	93	xxxx	xxxx	xxxxx	105	xxxx	xxxxx	93	xxxx	xxxxx
Potent Cap.:	785	693	970	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx	1514	xxxx	xxxxx
Move Cap.:	783	691	970	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx	1514	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	922	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Cumulative Base Midday

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	76	327	198	72	0	0	0	0	247	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	76	327	198	72	0	0	0	0	247	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	76	327	198	72	0	0	0	0	247	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	76	327	198	72	0	0	0	0	247	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	76	327	198	72	0	0	0	0	247	0	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.19	0.81	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	127	549	557	602	0	0	0	0	1424	-498	92
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.60	0.60	0.36	0.12	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.27
Crit Moves:			****	****								****
Delay/Veh:	0.0	15.3	15.3	12.3	9.3	0.0	0.0	0.0	0.0	11.9	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	15.3	12.3	9.3	0.0	0.0	0.0	0.0	11.9	12.0	12.0
LOS by Move:	*	C	C	B	A	*	*	*	*	B	B	B
ApproachDel:		15.3			11.5			xxxxxx			11.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		15.3			11.5			xxxxxx			11.8	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.3	1.3	1.3	0.5	0.1	0.0	0.0	0.0	0.0	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Cumulative Base Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[15.7]

Street Name:	N San Fernando Blvd									Winova					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	1	0 0 0	0	0			
Volume Module:															
Base Vol:	80 319	0	0	377	110		51	0	22	0	0	0			
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	80 319	0	0	377	110		51	0	22	0	0	0			
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	80 319	0	0	377	110		51	0	22	0	0	0			
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0			
FinalVolume:	80 319	0	0	377	110		51	0	22	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	487 xxxx xxxxx	xxxx	xxxx	xxxxx			752	911	244	xxxx	xxxx	xxxxx			
Potent Cap.:	1086 xxxx xxxxx	xxxx	xxxx	xxxxx			351	276	763	xxxx	xxxx	xxxxx			
Move Cap.:	1086 xxxx xxxxx	xxxx	xxxx	xxxxx			331	256	763	xxxx	xxxx	xxxxx			
Volume/Cap:	0.07 xxxx xxxx	xxxx	xxxx	xxxx			0.15	0.00	0.03	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.2 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	0.0	xxxx	xxxx	xxxxx			
Control Del:	8.6 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx			
LOS by Move:	A *	*	*	*	*		*	*	A	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	368	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	16.8	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	* *	*	*	*	*		*	C	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			15.7			xxxxxx					
ApproachLOS:	*			*			C			*					

Note: Queue reported is the number of cars per lane.

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.073
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	15	17	3	3	19	16	9	72	25	2	92	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	17	3	3	19	16	9	72	25	2	92	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	17	3	3	19	16	9	72	25	2	92	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	17	3	3	19	16	9	72	25	2	92	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	17	3	3	19	16	9	72	25	2	92	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.49	0.08	0.08	0.50	0.42	0.17	1.36	0.47	0.04	1.94	0.02
Final Sat.:	643	729	129	118	750	632	255	2038	708	63	2905	32
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.04	0.04	0.04	0.03	0.03	0.03
Crit Volume:	15			38			9			47		
Crit Moves:	****			****			****			****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.242
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	79	14	8	7	27	25	6	151	69	5	158	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	14	8	7	27	25	6	151	69	5	158	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	14	8	7	27	25	6	151	69	5	158	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	14	8	7	27	25	6	151	69	5	158	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	14	8	7	27	25	6	151	69	5	158	18
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.14	0.08	0.12	0.46	0.42	1.00	0.69	0.31	1.00	0.90	0.10
Final Sat.:	1173	208	119	178	686	636	1500	1030	470	1500	1347	153
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.04	0.00	0.15	0.15	0.00	0.12	0.12
Crit Volume:	79					59		220		5		
Crit Moves:	****					****		****		****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.187
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	0	0	0	67	0	33	19	269	0	1	281	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	67	0	33	19	269	0	1	281	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	67	0	33	19	269	0	1	281	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	0	33	19	269	0	1	281	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	67	0	33	19	269	0	1	281	79
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.56	0.44
Final Sat.:	0	1425	0	1425	0	1425	1425	2850	0	1425	2225	625
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.01	0.09	0.00	0.00	0.13	0.13
Crit Volume:		0			67			19			180	
Crit Moves:					****			****			****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.170
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1! 0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	66	0	3	22	209	0	0	217	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	66	0	3	22	209	0	0	217	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	3	22	209	0	0	217	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	3	22	209	0	0	217	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	66	0	3	22	209	0	0	217	91
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.96	0.00	0.04	1.00	2.00	0.00	0.00	1.41	0.59
Final Sat.:	0	0	0	1363	0	62	1425	2850	0	0	2008	842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.02	0.07	0.00	0.00	0.11	0.11
Crit Volume:				0	66			22				154
Crit Moves:					****			****				****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.200
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	56	0	197	0	176	0	0	205	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	197	0	176	0	0	205	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	197	0	176	0	0	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	197	0	176	0	0	205	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	197	0	176	0	0	205	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.13	0.00	0.06	0.00	0.00	0.07	0.00
Crit Volume:	0					197	0				103	
Crit Moves:						****	****				****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 unknown

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	410	0	83	0	781	731	190	1465	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	410	0	83	0	781	731	190	1465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	410	0	83	0	781	731	190	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	410	0	83	0	781	731	190	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	451	0	83	0	781	731	209	1465	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.06	0.00	0.27	0.51	0.07	0.51	0.00
Crit Volume:		0		226				391			733	
Crit Moves:				****							****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 0	2	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	870	10	250	0	0	0	20	1011	0	0	705	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	870	10	250	0	0	0	20	1011	0	0	705	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	870	10	250	0	0	0	20	1011	0	0	705	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	10	250	0	0	0	20	1011	0	0	705	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	957	10	250	0	0	0	22	1011	0	0	705	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.65	0.35
Final Sat.:	2821	29	1425	0	0	0	2850	2850	0	0	2350	500
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.18	0.00	0.00	0.00	0.01	0.35	0.00	0.00	0.30	0.30
Crit Volume:	484				0			506			428	
Crit Moves:	****							****				

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	360	501	256	921	414	144	134	1109	262	324	1254	887
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	501	256	921	414	144	134	1109	262	324	1254	887
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	501	256	921	414	144	134	1109	262	324	1254	887
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	501	256	921	414	144	134	1109	262	324	1254	887
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	396	501	256	1013	414	144	147	1109	262	356	1254	887
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.84	1.16	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3983	1627	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.25	0.25	0.10	0.05	0.26	0.19	0.13	0.30	0.63
Crit Volume:		251			0			74				887
Crit Moves:		****			****			****				****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	155	Level Of Service:	D

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	1 1	0 0	3	1 0	2 0	3	0 0
Volume Module:												
Base Vol:	166	0	77	646	24	406	0	2105	333	224	1948	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	0	77	646	24	406	0	2105	333	224	1948	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	0	77	646	24	406	0	2105	333	224	1948	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	0	77	646	24	406	0	2105	333	224	1948	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	166	0	77	711	24	447	0	2105	333	246	1948	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	2.00	0.10	1.90	0.00	3.45	0.55	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2850	145	2705	0	4921	779	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.05	0.25	0.17	0.17	0.00	0.43	0.43	0.09	0.46	0.00
Crit Volume:	166			355					610	123		
Crit Moves:	****			****					****	****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	D

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 2	0	0 0	0 0	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	660	0	665	0	0	0	330	1990	0	0	1899	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	0	665	0	0	0	330	1990	0	0	1899	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	0	665	0	0	0	330	1990	0	0	1899	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	0	665	0	0	0	330	1990	0	0	1899	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	726	0	732	0	0	0	363	1990	0	0	1899	297
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2850	0	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.26	0.00	0.00	0.00	0.13	0.47	0.00	0.00	0.44	0.21
Crit Volume:			366	0			182				633	
Crit Moves:			****				****				****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Airport								W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1! 0	0	1	0	0	1	0
Volume Module:														
Base Vol:	0	0	0	1	1	51	66	219	1	0	406	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	1	51	66	219	1	0	406	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	1	51	66	219	1	0	406	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	1	51	66	219	1	0	406	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1	1	51	66	219	1	0	406	4
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	0.99	0.01	0.00	1.98	0.02
Final Sat.:	0	0	0	1425	14	1411	1425	1419	6	0	2822	28
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.00	0.07	0.04	0.05	0.15	0.15	0.00	0.14	0.14
Crit Volume:	0			100			66			205		
Crit Moves:				****			****			****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	21	0	415	275	538	0	0	363	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	415	275	538	0	0	363	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	21	0	415	275	538	0	0	363	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	21	0	415	275	538	0	0	363	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	21	0	457	275	538	0	0	363	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.02	1.02	1.02	1.02	0.98
Lanes:	0.00	0.00	0.00	0.09	0.00	1.91	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	123	0	2665	1394	2912	0	0	2819	89
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.20	0.18	0.00	0.00	0.13	0.13
Crit Volume:	0					239	275					188
Crit Moves:						****	****					****

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

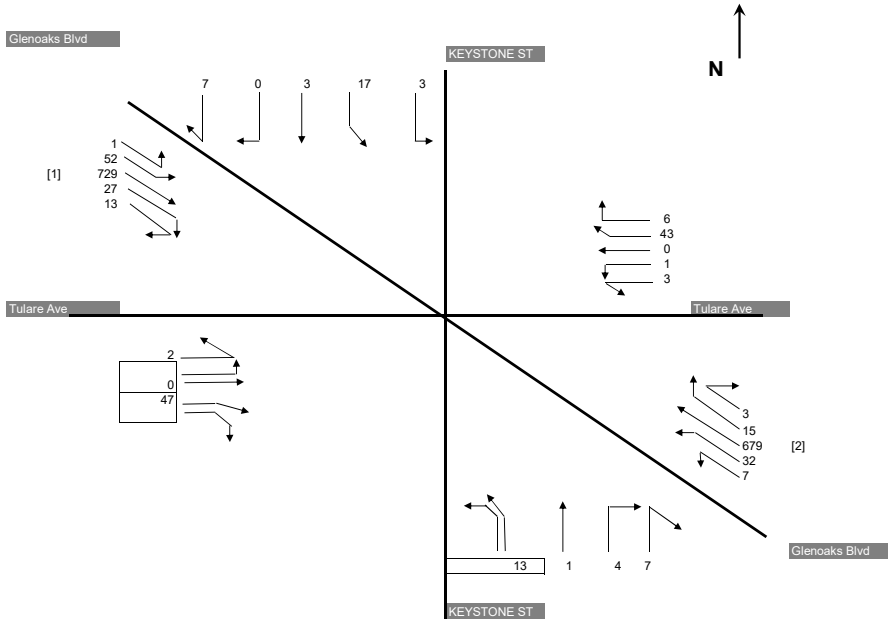
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	200	612	34	13	1289	83	27	13	353	5	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	612	34	13	1289	83	27	13	353	5	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	612	34	13	1289	83	27	13	353	5	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	612	34	13	1289	83	27	13	353	5	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	612	34	13	1289	83	27	13	353	5	1	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	0.04	0.96	1.00	0.50	0.50
Final Sat.:	1444	2736	152	1444	2888	1444	1444	51	1392	1444	722	722
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.01	0.45	0.06	0.02	0.25	0.25	0.00	0.00	0.00
Crit Volume:	200				645				366	5		
Crit Moves:	****				****				****	****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Future Base - Weekend Midday Peak Hour



[1] 729.259004909397 is the maxiumum SB-TH volume along Glenoaks
[2] 679 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

pair 1 Glenoaks Blvd

Max { (SBT 729 + SBR 40)/2 + NBL 39/1 = 424 } or { (NBT/R 679 + 18)/2 + SBL 53/1 = 401 }

Glenoaks Blvd SBT and SBR | Glenoaks Blvd NBL | Glenoaks Blvd NBT and NBR | Glenoaks Blvd SBL

Critical Volume = 424 per lane
v/c = 0.293

pair 2 Keystone S

Max { (SBL 20 + SBT 3 + SBR 7)/1 + NBL 13/1 = 43 } or { (NBL 13 + NBT 1 + NBR 12)/1 + SBL 20/1 = 45 }

Keystone SBL, SBT, and SBR | Keystone NBL | Keystone NBL, NBT, and NBR | Keystone SBL

Critical Volume = 45 per lane
v/c = 0.031

pair 3 Tulare Ave

Max { (EBL 2 + EBT 0 + EBR 47)/1 + WBL 4/1 = 54 } or { (WBL 4 + WBT 0 + WBR 49)/1 + EBL 2/1 = 56 }

Tulare Ave EBL, EBT, and EBR | Tulare Ave WBL | Tulare Ave WBL, WBT, and WBR | Tulare Ave EBL

Critical Volume = 56 per lane
v/c = 0.039

						Loss Time		**ATSAC Credit**		
V/C =	**0.293**	**+**	**0.031**	**+**	**0.039**	**+**	**0.000**	**-**	**0**	**=**	**0.363**

LOS = A

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

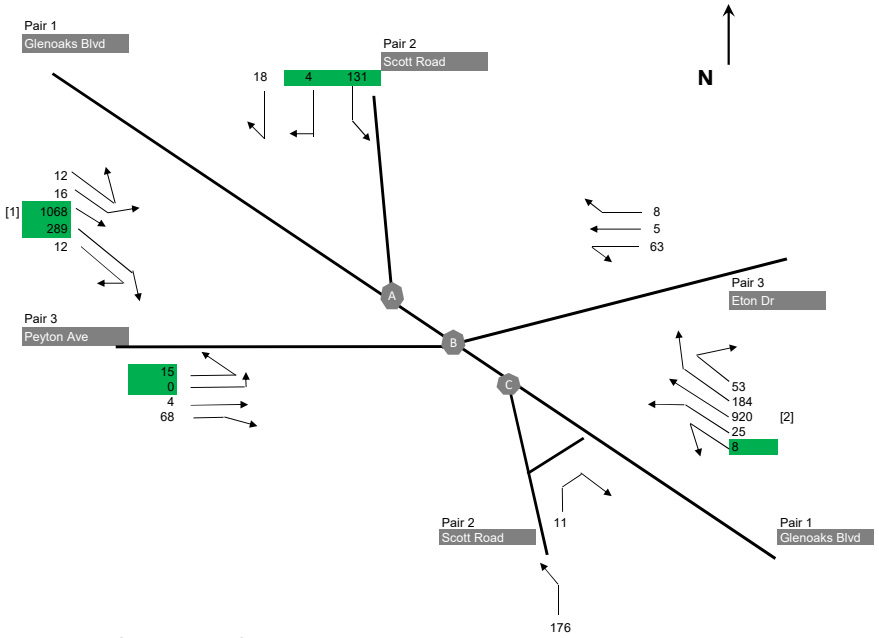
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	79	709	18	17	651	5	5	14	330	18	24	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	709	18	17	651	5	5	14	330	18	24	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	709	18	17	651	5	5	14	330	18	24	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	709	18	17	651	5	5	14	330	18	24	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	709	18	17	651	5	5	14	330	18	24	28
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.95	0.05	1.00	1.98	0.02	0.26	0.74	1.00	0.26	0.34	0.40
Final Sat.:	1496	2918	74	1496	2970	23	394	1103	1496	385	513	599
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.01	0.22	0.22	0.01	0.01	0.22	0.05	0.05	0.05
Crit Volume:	0			328					330	18		
Crit Moves:	****			****					****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Future Base - Weekend Midday Peak Hour



[1] 1067.84258391235 is the maxiumum SB-TH volume along Glenoaks
[2] 920 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*

Max { (SBT 1067.84 + SBR 301)/2 Glenoaks Blvd SB + NBL 34/1 Glenoaks Blvd NB = 718 } or { (NBT 920 + NBR 237)/2 Glenoaks Blvd NB + SBL 27.339/1 Glenoaks Blvd SB = 606 }

Critical Volume = 718
v/c = 0.497

Pair 2 Scott Road *Permissive Lefts*

Max { (SBT 131 + SBR 22)/1 Scott Road (All SB Movements) = 153.52 } or { (NBT 175.6 + NBR* 0)/1 Scott Road (All NB Movements) = 175.6 }

*NBR is excluded due to channelization

Critical Volume = 175.601
v/c = 0.122

Pair 3 Peyton Ave/Eton Dr *Split Phasing*

Sum { (EBL 15 + EBT 4.206 + EBR 68)/1 Peyton Ave (All EB Movements) = 87.275 } and { (WBL 63.09 + WBT 5.2575 + WBR 8)/1 Eton Dr (All WB Movements) = 77 }

Split phase, sum critical volumes

Critical Volume = 164
v/c = 0.114

							Loss Time		ATSAC Credit			
V/C =	**0.497**	**+**	**0.122**	**+**	**0.114**	**+**	**0.000**	**-**	**0**	**=**	**0.732**	
LOS =		**C**										

							Loss Time		ATSAC Credit			
V/C =	0.431	+	0.122	+	0.114	+	0.000	-	0	=	0.666	
LOS =		B										

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	2	0	1! 0	0	0 2	1	0	0 0 1 1 1
Volume Module:												
Base Vol:	0	0	0	808	0	11	0	688	0	0	743	869
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	808	0	11	0	688	0	0	743	869
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	808	0	11	0	688	0	0	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	808	0	11	0	688	0	0	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	889	0	11	0	688	0	0	743	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.96	0.01	0.03	0.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	1454	4307	0	53	0	4361	0	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.16	0.00	0.00	0.26	0.00
Crit Volume:	0			300			0				372	
Crit Moves:				****			****				****	

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	88	780	54	80	747	98	138	260	86	50	251	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	780	54	80	747	98	138	260	86	50	251	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	780	54	80	747	98	138	260	86	50	251	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	780	54	80	747	98	138	260	86	50	251	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	780	54	80	747	98	138	260	86	50	251	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.75	0.25	1.00	0.72	0.28
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1150	380	1530	1104	426
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.04	0.05	0.24	0.06	0.09	0.23	0.23	0.03	0.23	0.23
Crit Volume:	390			80			138			348		
Crit Moves:	****			****			****			****		

Cumulative Base Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2	1 0	1 0	0	0 2	0 0	0	0 0
Volume Module:												
Base Vol:	235	1157	0	0	986	39	21	0	297	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1157	0	0	986	39	21	0	297	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	1157	0	0	986	39	21	0	297	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	1157	0	0	986	39	21	0	297	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	235	1157	0	0	986	39	21	0	327	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4195	166	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.00	0.00	0.24	0.24	0.01	0.00	0.11	0.00	0.00	0.00
Crit Volume:	235				342				163	0		
Crit Moves:	****				****				****			

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
1	North-South Street:	Hollywood Way	East-West Street:	I-5 NB Ramps		
	Scenario:	Cumulative Base				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	428	1	**289**	926	1	**546**
	Left-Through		1			1	
	Through	440	1	289	711	1	546
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	886	2	**443**	355	2	**178**
	Through-Right		0			0	
	Right	152	1	152	160	1	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	386	1	**228**	195	1	**193**
	Left-Through		0			0	
	Through	0	0	0	1	0	0
	Through-Right		0			0	
	Right	69	0	228	190	0	193
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	732		*North-South:*	724
			East-West:	228		*East-West:*	193
			SUM:	960		*SUM:*	917
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.644
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.574**			**0.544**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St
	Scenario:	Cumulative Base		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	**33**	16	0	16
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	346	1	0	717	1	**206**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	594	1	**594**	322	1	**322**
	Left-Through		0			0	
	Through	1259	2	630	686	2	343
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	365	1	**190**	771	1	**397**
	Through-Right		1			1	
	Right	14	0	14	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	33		*North-South:*	206
			East-West:	784		*East-West:*	719
			SUM:	817		*SUM:*	925
VOLUME/CAPACITY *(V/C)* RATIO:				0.573			0.649
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.473**			**0.549**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St
	Scenario:	Cumulative Base		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM				PM			
	No. of Phases				3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	105	1	**105**		114	1	114	
	Left-Through		0				0		
	Through	685	2	343		1076	2	**538**	
	Through-Right		0				0		
	Right	161	1	127		105	1	33	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	372	1	372		247	1	**247**	
	Left-Through		0				0		
	Through	1223	2	**612**		892	2	446	
	Through-Right		0				0		
	Right	121	1	62		160	1	112	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	118	1	118		96	1	**96**	
	Left-Through		0				0		
	Through	1268	2	**634**		758	2	379	
	Through-Right		0				0		
	Right	155	1	103		127	1	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	68	1	**68**		145	1	145	
	Left-Through		0				0		
	Through	539	1	360		1012	1	**684**	
	Through-Right		1				1		
	Right	180	0	180		356	0	356	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		North-South:	717			North-South:	785	
			East-West:	702			East-West:	780	
			SUM:	1419			SUM:	1565	
	VOLUME/CAPACITY (V/C) RATIO:			0.996				1.098	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.896**				**0.998**	
	LEVEL OF SERVICE (LOS):			**D**				**E**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
49	North-South Street:	Vineland Ave	East-West Street:	Victory Blvd		
	Scenario:	Cumulative Base				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	138	1	138
	Left-Through		0			0	
	Through	647	2	324	917	2	**459**
	Through-Right		0			0	
	Right	122	1	68	153	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	1	237	170	1	**170**
	Left-Through		0			0	
	Through	1159	2	**580**	820	2	410
	Through-Right		0			0	
	Right	84	1	27	120	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	118	1	**118**
	Left-Through		0			0	
	Through	1165	2	**439**	858	2	319
	Through-Right		1			1	
	Right	152	0	152	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	1	**109**	170	1	170
	Left-Through		0			0	
	Through	595	2	249	1139	2	**463**
	Through-Right		1			1	
	Right	152	0	152	250	0	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	663		*North-South:*	629
			East-West:	548		*East-West:*	581
			SUM:	1211		*SUM:*	1210
	VOLUME/CAPACITY *(V/C)* RATIO:			0.807			0.807
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.707**			**0.707**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
50	North-South Street:	Glenoaks Blvd	East-West Street:	Cohasset St		
	Scenario:	Cumulative Base				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	**211**	179	1	179
	Left-Through		0			0	
	Through	632	1	337	1118	1	**583**
	Through-Right		1			1	
	Right	42	0	42	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	19	1	**19**
	Left-Through		0			0	
	Through	1163	2	**582**	718	2	359
	Through-Right		0			0	
	Right	79	1	54	49	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	1	25	93	1	93
	Left-Through		0			0	
	Through	21	0	**404**	11	0	**411**
	Through-Right		1			1	
	Right	383	0	0	400	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	**6**	52	1	**52**
	Left-Through		0			0	
	Through	2	0	6	26	0	61
	Through-Right		1			1	
	Right	4	0	0	35	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	793		*North-South:*	602
			East-West:	410		*East-West:*	463
			SUM:	1203		*SUM:*	1065
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.775**			**0.675**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
56	*Northwest-Southeast:*	San Fernando Rd	*East-North:*	Strathern St EB/Clybourn Av
	Scenario:	Future Base		
	Count Date:	January 2018	**Analyst:** <Fehr & Peers>	**Date:** 2018

		AM				PM			
	No. of Phases				4				4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*		2	*NB--* 0	*SB--*		2
		EB-- 2	*WB--*		0	*EB--* 2	*WB--*		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHWESTBOUND	Left	260	1	**260**		425	1	**425**	
	Left-Through		0				0		
	Through	154	2	77		438	2	219	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHEASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	775	1	**468**		208	1	**169**	
	Through-Right		1				1		
	Right	160	0	160		130	0	130	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	8	0	8		7	0	7	
	Left-Through		0				0		
	Through	336	0	**382**		119	0	**150**	
	Through-Right		0				0		
	Right	38	0	0		24	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
NORTHBOUND	Left	26	1	26		32	1	32	
	Left-Through		0				0		
	Through	53	1	53		161	1	161	
	Through-Right		1				1		
	Right	445	0	**445**		351	0	**351**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*Northwest-Southeast:*	728			*Northwest-Southeast:*	594	
			East-North:	827			*East-North:*	501	
			SUM:	1555			*SUM:*	1095	
	VOLUME/CAPACITY *(V/C)* RATIO:			1.131				0.796	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.031**				**0.696**	
	LEVEL OF SERVICE (LOS):			**F**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
57	North-South Street:	San Fernando Rd	East-West Street:	Sunland Bl		
	Scenario:	Future Base				
	Count Date:	January 2018	Analyst:	<Fehr & Peers>	Date:	2018

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	48	1	**48**
	Left-Through		0			0	
	Through	860	1	**447**	934	1	475
	Through-Right		1			1	
	Right	34	0	34	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	311	1	**311**	156	1	156
	Left-Through		0			0	
	Through	989	1	523	1149	1	**620**
	Through-Right		1			1	
	Right	57	0	57	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	122	114	1	**114**
	Left-Through		0			0	
	Through	572	1	**346**	203	1	173
	Through-Right		1			1	
	Right	119	0	119	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	1	**24**	42	1	42
	Left-Through		0			0	
	Through	122	1	99	360	1	**277**
	Through-Right		1			1	
	Right	75	0	75	194	0	194
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	758		*North-South:*	668
			East-West:	370		*East-West:*	391
			SUM:	1128		*SUM:*	1059
	VOLUME/CAPACITY *(V/C)* RATIO:			0.820			0.770
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.720**			**0.670**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
58	North-South Street:	Vineland Av	East-West Street:	Strathern St		
	Scenario:	Future Base				
	Count Date:	January 2018	Analyst:	<Fehr & Peers>	Date:	2018

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	**113**	140	1	**140**
	Left-Through		0			0	
	Through	813	2	407	968	2	484
	Through-Right		0			0	
	Right	64	1	10	56	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	58	1	58
	Left-Through		0			0	
	Through	946	2	**473**	1054	2	**527**
	Through-Right		0			0	
	Right	121	1	27	230	1	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	188	178	1	**178**
	Left-Through		0			0	
	Through	355	1	**355**	148	1	148
	Through-Right		0			0	
	Right	161	1	105	137	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	**108**	58	1	58
	Left-Through		0			0	
	Through	183	1	183	223	1	**223**
	Through-Right		0			0	
	Right	67	1	32	50	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	667
			East-West:	463		*East-West:*	401
			SUM:	1049		*SUM:*	1068
VOLUME/CAPACITY *(V/C)* RATIO:				0.699			0.712
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.599**			**0.612**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
59	North-South Street:	Tujunga Av	East-West Street:	Vanowen St
	Scenario:	Future Base		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	105	1	105
	Left-Through		0			0	
	Through	398	1	**240**	599	1	**329**
	Through-Right		1			1	
	Right	81	0	81	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	1	**201**	145	1	**145**
	Left-Through		0			0	
	Through	623	2	312	416	2	208
	Through-Right		0			0	
	Right	128	1	76	143	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	118	1	**118**
	Left-Through		0			0	
	Through	1298	1	**706**	858	1	485
	Through-Right		1			1	
	Right	114	0	114	111	0	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	**41**	117	1	117
	Left-Through		0			0	
	Through	633	1	376	1087	1	**638**
	Through-Right		1			1	
	Right	118	0	118	188	0	188
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	441		North-South:	474
			East-West:	747		East-West:	756
			SUM:	1188		SUM:	1230
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.692**			**0.720**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
61	North-South Street:	Barham Bl	East-West Street:	Lakeside Plaza/Forest Lawn Dr	
	Scenario:	Future Base			
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date:	2018

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 0	WB--		1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	20	1	**20**
	Left-Through		0			0	
	Through	2672	2	**1336**	1650	2	825
	Through-Right		0			0	
	Right	799	1	508	1006	1	629
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	311	1	**311**	248	1	248
	Left-Through		0			0	
	Through	1530	2	765	2268	2	**1134**
	Through-Right		0			0	
	Right	200	1	180	67	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	94	1	**94**
	Left-Through		0			0	
	Through	26	1	16	188	1	94
	Through-Right		1			1	
	Right	23	1	0	49	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	529	1	**291**	686	1	**377**
	Left-Through		1			1	
	Through	148	1	148	21	1	21
	Through-Right		0			0	
	Right	175	1	0	344	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1647		*North-South:*	1154
			East-West:	332		*East-West:*	471
			SUM:	1979		*SUM:*	1625
VOLUME/CAPACITY *(V/C)* RATIO:				1.389			1.140
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.289**			**1.040**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
1	North-South Street:	Hollywood Way	East-West Street:	I-5 NB Ramps	
	Scenario:	Future Base			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

					Weekend
No. of Phases					3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	722	1	**416**
	Left-Through		1	
	Through	527	1	416
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	399	2	**200**
	Through-Right		0	
	Right	104	1	104
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	273	1	**189**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	104	0	189
	Left-Through-Right		0	
	Left-Right		1	
CRITICAL VOLUMES			North-South:	616
			East-West:	189
			SUM:	805
VOLUME/CAPACITY (V/C) RATIO:				0.565
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.465**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St	
	Scenario:	Future Base			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend			
			No. of Phases				3
			Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
			Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0		*SB--*	0
				EB-- 0		*WB--*	0
			ATSAC-1 or ATSAC+ATCS-2?				2
			Override Capacity				0
	MOVEMENT			Volume		No. of Lanes	Lane Volume
NORTHBOUND		Left		0		0	**0**
		Left-Through				0	
		Through		0		0	0
		Through-Right				0	
		Right		0		0	0
		Left-Through-Right				0	
		Left-Right				0	
SOUTHBOUND		Left		21		0	21
		Left-Through				0	
		Through		0		0	0
		Through-Right				0	
		Right		415		1	**81**
		Left-Through-Right				0	
		Left-Right				1	
EASTBOUND		Left		275		1	**275**
		Left-Through				0	
		Through		538		2	269
		Through-Right				0	
		Right		0		0	0
		Left-Through-Right				0	
		Left-Right				0	
WESTBOUND		Left		0		0	0
		Left-Through				0	
		Through		363		1	**188**
		Through-Right				1	
		Right		12		0	12
		Left-Through-Right				0	
		Left-Right				0	
		CRITICAL VOLUMES		*North-South:*			81
				East-West:			463
						SUM:	544
		VOLUME/CAPACITY *(V/C)* RATIO:					0.382
		V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.282**
		LEVEL OF SERVICE (LOS):					**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St	
	Scenario:	Future Base			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend		
			No. of Phases			3
			Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0
			Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0
				EB-- 0	*WB--*	0
			ATSAC-1 or ATSAC+ATCS-2?			2
			Override Capacity			0
	MOVEMENT			Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left		106	1	106
		Left-Through			0	
		Through		741	2	**371**
		Through-Right			0	
		Right		121	1	65
		Left-Through-Right			0	
		Left-Right			0	
SOUTHBOUND		Left		201	1	**201**
		Left-Through			0	
		Through		698	2	349
		Through-Right			0	
		Right		157	1	90
		Left-Through-Right			0	
		Left-Right			0	
EASTBOUND		Left		134	1	**134**
		Left-Through			0	
		Through		599	2	300
		Through-Right			0	
		Right		128	1	75
		Left-Through-Right			0	
		Left-Right			0	
WESTBOUND		Left		113	1	113
		Left-Through			0	
		Through		549	1	**375**
		Through-Right			1	
		Right		200	0	200
		Left-Through-Right			0	
		Left-Right			0	
		CRITICAL VOLUMES		*North-South:*		572
				East-West:		509
					SUM:	1081
		VOLUME/CAPACITY *(V/C)* RATIO:				0.759
		V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.659**
		LEVEL OF SERVICE (LOS):				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
49	North-South Street:	Vineland Ave	East-West Street:	Victory Blvd	
	Scenario:	Future Base			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend		
			No. of Phases			2
			Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0
			Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0
				EB-- 0	*WB--*	0
			ATSAC-1 or ATSAC+ATCS-2?			2
			Override Capacity			0
	MOVEMENT			Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left		119	1	119
		Left-Through			0	
		Through		661	2	**331**
		Through-Right			0	
		Right		129	1	72
		Left-Through-Right			0	
		Left-Right			0	
SOUTHBOUND		Left		176	1	**176**
		Left-Through			0	
		Through		627	2	314
		Through-Right			0	
		Right		159	1	91
		Left-Through-Right			0	
		Left-Right			0	
EASTBOUND		Left		136	1	**136**
		Left-Through			0	
		Through		640	2	247
		Through-Right			1	
		Right		100	0	100
		Left-Through-Right			0	
		Left-Right			0	
WESTBOUND		Left		115	1	115
		Left-Through			0	
		Through		824	2	**341**
		Through-Right			1	
		Right		198	0	198
		Left-Through-Right			0	
		Left-Right			0	
		CRITICAL VOLUMES		*North-South:*		507
				East-West:		477
					SUM:	984
		VOLUME/CAPACITY *(V/C)* RATIO:				0.656
		V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.556**
		LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
50	North-South Street:	Glenoaks Blvd	East-West Street:	Cohasset St	
	Scenario:	Future Base			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

						Weekend
No. of Phases						4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0		SB--		3
	EB--	0		WB--		0
ATSAC-1 or ATSAC+ATCS-2?						2
Override Capacity						0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**
	Left-Through		0	
	Through	612	1	323
	Through-Right		1	
	Right	34	0	34
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	13	1	13
	Left-Through		0	
	Through	####	2	**645**
	Through-Right		0	
	Right	83	1	56
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	27	1	27
	Left-Through		0	
	Through	13	0	**366**
	Through-Right		1	
	Right	353	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	5	1	**5**
	Left-Through		0	
	Through	1	0	2
	Through-Right		1	
	Right	1	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		845
		East-West:		371
		SUM:		1216
VOLUME/CAPACITY (V/C) RATIO:				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.784**
LEVEL OF SERVICE (LOS):				**C**

Version: 1i Beta; 8/4/2011

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
56	*Northwest-Southeast:*	San Fernando Rd	*East-North:*	Strathern St EB/Clybourn Av	
	Scenario:	Future Base			
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018	

		Weekend
No. of Phases		4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0 / *EB--* 2	*SB--* 2 / *WB--* 0
ATSAC-1 or ATSAC+ATCS-2?		2
Override Capacity		0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHWESTBOUND	Left	243	1	**243**
	Left-Through		0	
	Through	207	2	104
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHEASTBOUND	Left	0	0	0
	Left-Through		0	
	Through	147	1	**116**
	Through-Right		1	
	Right	85	0	85
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	7	0	7
	Left-Through		0	
	Through	91	0	**114**
	Through-Right		0	
	Right	16	0	0
	Left-Through-Right		1	
	Left-Right		0	
NORTHBOUND	Left	16	1	16
	Left-Through		0	
	Through	60	1	60
	Through-Right		1	
	Right	228	0	**228**
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*Northwest-Southeast:*	359
			East-North:	342
			SUM:	701
VOLUME/CAPACITY *(V/C)* RATIO:				0.510
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.410**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
57	North-South Street:	San Fernando Rd	East-West Street:	Sunland Bl	
	Scenario:	Future Base			
	Count Date:	Jan 2018	Analyst:	<Fehr & Peers>	Date: 2018

		Weekend			
No. of Phases					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46
	Left-Through		0	
	Through	831	1	**424**
	Through-Right		1	
	Right	16	0	16
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	116	1	**116**
	Left-Through		0	
	Through	930	1	493
	Through-Right		1	
	Right	56	0	56
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	114	1	**114**
	Left-Through		0	
	Through	135	1	125
	Through-Right		1	
	Right	114	0	114
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	40	1	40
	Left-Through		0	
	Through	148	1	**124**
	Through-Right		1	
	Right	99	0	99
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		540
		East-West:		238
			SUM:	778
VOLUME/CAPACITY (V/C) RATIO:				0.566
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.466**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
58	North-South Street:	Vineland Av	East-West Street:	Strathern St	
	Scenario:	Future Base			
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date:	2018

				Weekend			
	No. of Phases						2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--		0
			EB--	0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?						2
	Override Capacity						0
	MOVEMENT		Volume		No. of Lanes		Lane Volume
NORTHBOUND	Left		99		1		**99**
	Left-Through				0		
	Through		789		2		395
	Through-Right				0		
	Right		27		1		10
	Left-Through-Right				0		
	Left-Right				0		
SOUTHBOUND	Left		50		1		50
	Left-Through				0		
	Through		859		2		**430**
	Through-Right				0		
	Right		163		1		61
	Left-Through-Right				0		
	Left-Right				0		
EASTBOUND	Left		205		1		**205**
	Left-Through				0		
	Through		111		1		111
	Through-Right				0		
	Right		120		1		71
	Left-Through-Right				0		
	Left-Right				0		
WESTBOUND	Left		34		1		34
	Left-Through				0		
	Through		117		1		**117**
	Through-Right				0		
	Right		55		1		30
	Left-Through-Right				0		
	Left-Right				0		
	CRITICAL VOLUMES		North-South:				529
			East-West:				322
					SUM:		851
	VOLUME/CAPACITY (V/C) RATIO:						0.567
	V/C LESS ATSAC/ATCS ADJUSTMENT:						**0.467**
	LEVEL OF SERVICE (LOS):						**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
59	North-South Street:	Tujunga Av	East-West Street:	Vanowen St
	Scenario:	Future Base		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

		Weekend			
No. of Phases					2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68
	Left-Through		0	
	Through	320	1	**188**
	Through-Right		1	
	Right	55	0	55
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	101	1	**101**
	Left-Through		0	
	Through	303	2	152
	Through-Right		0	
	Right	97	1	60
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	75	1	**75**
	Left-Through		0	
	Through	690	1	377
	Through-Right		1	
	Right	64	0	64
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	83	1	83
	Left-Through		0	
	Through	719	1	**415**
	Through-Right		1	
	Right	111	0	111
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		289
		East-West:		490
			SUM:	779
VOLUME/CAPACITY (V/C) RATIO:				0.519
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.419**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
61	North-South Street:	Barham Bl	East-West Street:	Lakeside Plaza/Forest Lawn Dr	
	Scenario:	Future Base			
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018	

		Weekend			
No. of Phases					3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--		0
	EB--	0	WB--		1
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2
	Left-Through		0	
	Through	1148	2	**574**
	Through-Right		0	
	Right	755	1	367
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	99	1	**99**
	Left-Through		0	
	Through	1170	2	585
	Through-Right		0	
	Right	11	1	7
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	9	1	**9**
	Left-Through		0	
	Through	18	1	9
	Through-Right		1	
	Right	9	1	8
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	705	1	**388**
	Left-Through		1	
	Through	6	1	6
	Through-Right		0	
	Right	190	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		673
		East-West:		397
			SUM:	1070
VOLUME/CAPACITY (V/C) RATIO:				0.751
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.651**
LEVEL OF SERVICE (LOS):				**B**

Version: 1i Beta; 8/4/2011

CUMULATIVE PLUS PROJECT

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	D

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	3 0	1	0 0	1! 0	0	1 0	0	1 0
Volume Module:												
Base Vol:	234	1020	4	23	2594	244	135	0	91	5	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1020	4	23	2594	244	135	0	91	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1020	4	23	2594	244	135	0	91	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1020	4	23	2594	244	135	0	91	5	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1020	4	23	2594	244	135	0	91	5	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	3.00	1.00	0.60	0.00	0.40	1.00	0.00	1.00
Final Sat.:	1530	3048	12	1530	4590	1530	914	0	616	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.33	0.02	0.57	0.16	0.15	0.00	0.15	0.00	0.00	0.00
Crit Volume:	234				865				226	5		
Crit Moves:	****				****				****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	93	Level Of Service:	C		

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	137	1229	93	265	2280	75	44	24	152	84	44	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1229	93	265	2280	75	44	24	152	84	44	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1229	93	265	2280	75	44	24	152	84	44	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1229	93	265	2280	75	44	24	152	84	44	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1229	93	265	2280	75	44	24	152	84	44	53
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.86	0.14	1.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2702	205	1454	4222	139	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.45	0.18	0.54	0.54	0.03	0.02	0.10	0.06	0.03	0.04
Crit Volume:		661		265					152	84		
Crit Moves:		****		****					****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	53	1293	205	254	2094	133	66	8	37	126	52	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1293	205	254	2094	133	66	8	37	126	52	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1293	205	254	2094	133	66	8	37	126	52	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1293	205	254	2094	133	66	8	37	126	52	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1293	205	254	2094	133	73	8	37	126	52	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.15	0.18	0.75	0.09	0.03	0.01	0.03	0.09	0.04	0.08
Crit Volume:	53				1047				37	126		
Crit Moves:	****				****				****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	78	1319	51	116	2278	34	97	7	67	21	27	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1319	51	116	2278	34	97	7	67	21	27	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1319	51	116	2278	34	97	7	67	21	27	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1319	51	116	2278	34	97	7	67	21	27	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1319	51	116	2278	34	97	7	67	21	27	157
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.93	0.07	1.00	2.96	0.04	1.00	0.09	0.91	1.00	0.15	0.85
Final Sat.:	1454	2799	108	1454	4296	64	1454	137	1316	1454	213	1240
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.08	0.53	0.53	0.07	0.05	0.05	0.01	0.13	0.13
Crit Volume:	78				771		97					184
Crit Moves:	****				****		****					****

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	1027	90	237	1340	197	294	1014	215	92	541	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1027	90	237	1340	197	294	1014	215	92	541	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1027	90	237	1340	197	294	1014	215	92	541	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1027	90	237	1340	197	294	1014	215	92	541	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1027	90	237	1340	197	294	1014	215	92	541	157
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.06	0.17	0.48	0.14	0.21	0.36	0.15	0.07	0.19	0.11
Crit Volume:	95			670			507			92		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	62	899	85	181	1430	85	174	684	71	209	512	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	899	85	181	1430	85	174	684	71	209	512	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	899	85	181	1430	85	174	684	71	209	512	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	899	85	181	1430	85	174	684	71	209	512	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	899	85	181	1430	85	174	684	71	209	512	77
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2541	264	1403	2805	1403
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.32	0.06	0.13	0.51	0.06	0.12	0.27	0.27	0.15	0.18	0.05
Crit Volume:	62			715			378			209		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	103	842	85	238	1581	118	143	612	152	172	520	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	842	85	238	1581	118	143	612	152	172	520	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	842	85	238	1581	118	143	612	152	172	520	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	842	85	238	1581	118	143	612	152	172	520	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	842	85	238	1581	118	143	612	152	172	520	121
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.06	0.17	0.56	0.08	0.10	0.22	0.11	0.12	0.19	0.09
Crit Volume:	103			791			306			172		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	33	807	49	98	1619	183	201	395	116	176	353	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	807	49	98	1619	183	201	395	116	176	353	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	807	49	98	1619	183	201	395	116	176	353	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	807	49	98	1619	183	201	395	116	176	353	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	807	49	98	1619	183	221	395	116	176	353	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.03	0.07	0.56	0.13	0.08	0.27	0.08	0.12	0.24	0.03
Crit Volume:	33			810			111			353		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1	1 0	1 0	3 0	1
Volume Module:												
Base Vol:	106	389	89	260	1285	489	172	744	109	190	1062	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	389	89	260	1285	489	172	744	109	190	1062	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	389	89	260	1285	489	172	744	109	190	1062	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	389	89	260	1285	489	172	744	109	190	1062	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	389	89	286	1285	489	189	744	109	190	1062	363
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.74	0.26	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2447	358	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.06	0.10	0.46	0.35	0.07	0.30	0.30	0.14	0.25	0.26
Crit Volume:	106			643			427			190		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	31	406	6	333	889	376	66	395	148	16	349	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	406	6	333	889	376	66	395	148	16	349	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	406	6	333	889	376	66	395	148	16	349	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	406	6	333	889	376	66	395	148	16	349	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	406	6	333	889	376	66	395	148	16	349	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.54	0.46
Final Sat.:	1454	2865	42	1454	2907	1454	1454	2115	792	1454	2235	672
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.23	0.31	0.26	0.05	0.19	0.19	0.01	0.16	0.16
Crit Volume:			206	333			66			227		
Crit Moves:			****	****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	10	51	26	76	360	478	365	1616	109	223	1329	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	51	26	76	360	478	365	1616	109	223	1329	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	51	26	76	360	478	365	1616	109	223	1329	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	51	26	76	360	478	365	1616	109	223	1329	60
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	51	26	76	360	526	365	1616	109	223	1329	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.26	1.20	0.54	1.00	1.22	1.78	1.00	2.81	0.19	1.00	2.87	0.13
Final Sat.:	378	1750	779	1454	1772	2588	1454	4085	276	1454	4172	188
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.05	0.20	0.20	0.25	0.40	0.40	0.15	0.32	0.32
Crit Volume:	10					295	365					463
Crit Moves:	****					****	****					****

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	Level Of Service:	D

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	304	0	0	973	0	181	0	1261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	304	0	0	973	0	181	0	1261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	304	0	0	973	0	181	0	1261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	304	0	0	973	0	181	0	1261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	304	0	0	973	0	181	0	1387	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.23	0.00	1.77	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	329	0	2521	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.34	0.00	0.55	0.00	0.55	0.00	0.00	0.00
Crit Volume:	0				487				784		0	
Crit Moves:	****				****				****			

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	864	3	276	0	0	6	8	984	125	90	745	1
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	864	3	276	0	0	6	8	984	125	90	745	1
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	864	3	276	0	0	6	8	984	125	90	745	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	864	3	276	0	0	6	8	984	125	90	745	1
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.10 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	950	3	276	0	0	6	8	984	125	90	745	1
Saturation Flow Module:												
Sat/Lane:	1375 1375		1375	1375 1375		1375	1375 1375		1375	1375 1375		1375
Adjustment:	1.02 1.02		1.02	1.02 1.02		1.02	1.02 1.02		1.02	1.02 1.02		1.02
Lanes:	1.99 0.01		1.00	0.00 0.00		1.00	1.00 2.00		1.00	1.00 1.99		0.01
Final Sat.:	2796	9	1403	0	0	1403	1403 2805		1403	1403 2801		4
Capacity Analysis Module:												
Vol/Sat:	0.34 0.34		0.20	0.00 0.00		0.00	0.01 0.35		0.09	0.06 0.27		0.27
Crit Volume:	477			0			492			90		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	134	122	87	34	173	11	18	1101	119	105	596	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	122	87	34	173	11	18	1101	119	105	596	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	122	87	34	173	11	18	1101	119	105	596	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	122	87	34	173	11	18	1101	119	105	596	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	122	87	34	173	11	18	1101	119	105	596	8
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.58	0.42	0.16	0.79	0.05	1.00	1.80	0.20	1.00	1.97	0.03
Final Sat.:	1444	843	601	225	1146	73	1444	2606	282	1444	2849	38
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.15	0.15	0.15	0.01	0.42	0.42	0.07	0.21	0.21
Crit Volume:	134					218			610	105		
Crit Moves:	****					****			****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	D

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	302	271	0	0	483	80	285	0	359	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	271	0	0	483	80	285	0	359	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	271	0	0	483	80	285	0	359	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	271	0	0	483	80	285	0	359	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	271	0	0	483	80	285	0	359	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.86	0.14	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1223	202	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.00	0.00	0.40	0.40	0.20	0.00	0.25	0.00	0.00	0.00
Crit Volume:	302				563				359		0	
Crit Moves:	****				****				****			

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	108	468	243	35	511	293	55	62	423	281	93	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	468	243	35	511	293	55	62	423	281	93	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	468	243	35	511	293	55	62	423	281	93	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	468	243	35	511	293	55	62	423	281	93	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	468	243	35	511	293	55	62	423	281	93	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.27	0.73	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1375	1810	940	1375	1748	1002	1375	1375	1375	1375	894	481
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.03	0.29	0.29	0.04	0.05	0.31	0.20	0.10	0.10
Crit Volume:	0				402				423	281		
Crit Moves:	****				****				****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	62	603	72	177	907	155	83	608	84	192	654	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	603	72	177	907	155	83	608	84	192	654	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	603	72	177	907	155	83	608	84	192	654	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	603	72	177	907	155	83	608	84	192	654	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	603	72	177	907	155	83	608	84	192	654	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.05	0.13	0.32	0.11	0.06	0.22	0.06	0.14	0.23	0.10
Crit Volume:	62			454			304			192		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	583	7	139	919	255	165	49	99	9	56	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	583	7	139	919	255	165	49	99	9	56	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	583	7	139	919	255	165	49	99	9	56	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	583	7	139	919	255	165	49	99	9	56	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	583	7	139	919	255	165	49	99	9	56	21
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.98	0.02	1.00	1.57	0.43	1.00	0.33	0.67	1.00	0.73	0.27
Final Sat.:	1530	3024	36	1530	2395	665	1530	507	1023	1530	1113	417
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.09	0.38	0.38	0.11	0.10	0.10	0.01	0.05	0.05
Crit Volume:	43			587			165			77		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	157	512	313	144	823	59	57	347	222	147	309	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	512	313	144	823	59	57	347	222	147	309	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	512	313	144	823	59	57	347	222	147	309	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	512	313	144	823	59	57	347	222	147	309	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	173	512	313	158	823	59	63	347	222	162	309	43
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.76	0.24
Final Sat.:	2805	2805	1403	2805	2617	188	2805	2805	1403	2805	2462	343
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.22	0.06	0.31	0.31	0.02	0.12	0.16	0.06	0.13	0.13
Crit Volume:	86					441			222	81		
Crit Moves:	****					****			****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	188	669	47	385	1228	75	142	799	329	99	552	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	669	47	385	1228	75	142	799	329	99	552	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	669	47	385	1228	75	142	799	329	99	552	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	669	47	385	1228	75	142	799	329	99	552	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	669	47	385	1228	75	142	799	329	99	552	234
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.03	0.27	0.44	0.05	0.10	0.28	0.23	0.07	0.20	0.17
Crit Volume:	188				614			400		99		
Crit Moves:	****				****			****		****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	192	777	87	176	1433	101	103	590	305	171	489	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	777	87	176	1433	101	103	590	305	171	489	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	777	87	176	1433	101	103	590	305	171	489	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	777	87	176	1433	101	103	590	305	171	489	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	777	87	176	1433	101	103	590	305	171	489	87
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.06	0.13	0.51	0.07	0.07	0.21	0.22	0.12	0.17	0.06
Crit Volume:	192				717				305	171		
Crit Moves:	****				****				****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	1.089
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	133	672	127	317	1605	97	96	691	188	247	626	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	672	127	317	1605	97	96	691	188	247	626	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	672	127	317	1605	97	96	691	188	247	626	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	672	127	317	1605	97	96	691	188	247	626	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	672	127	317	1605	97	96	691	188	247	626	195
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.09	0.23	0.57	0.07	0.07	0.25	0.13	0.18	0.22	0.14
Crit Volume:	133			802			346			247		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	1.042
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	127	462	109	131	1246	521	178	800	293	129	964	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	462	109	131	1246	521	178	800	293	129	964	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	462	109	131	1246	521	178	800	293	129	964	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	462	109	131	1246	521	178	800	293	129	964	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	462	109	131	1246	521	178	800	293	129	964	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.46	0.54	1.00	1.81	0.19
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2053	752	1403	2534	271
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.08	0.09	0.44	0.37	0.13	0.39	0.39	0.09	0.38	0.38
Crit Volume:	127			623			178			534		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	344	390	258	426	699	348	177	866	142	190	974	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	390	258	426	699	348	177	866	142	190	974	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	390	258	426	699	348	177	866	142	190	974	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	390	258	426	699	348	177	866	142	190	974	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	344	390	258	426	699	348	195	866	142	209	974	141
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.25	0.14	0.18	0.30	0.25	0.25	0.07	0.31	0.10	0.07	0.35	0.10
Crit Volume:	344			350			97			487		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	544	948	341	183	395	404	99	803	2	26	383	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	948	341	183	395	404	99	803	2	26	383	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	948	341	183	395	404	99	803	2	26	383	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	948	341	183	395	404	99	803	2	26	383	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	544	948	341	183	395	444	99	803	2	26	383	66
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.41	1.59	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2022	728	1375	1941	2184	1375	2743	7	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.40	0.47	0.47	0.13	0.20	0.20	0.07	0.29	0.29	0.02	0.14	0.05
Crit Volume:	645			280			403			26		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	164	0	80	0	0	0	0	922	316	12	353	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	0	80	0	0	0	0	922	316	12	353	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	0	80	0	0	0	0	922	316	12	353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	0	80	0	0	0	0	922	316	12	353	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	0	80	0	0	0	0	922	316	12	353	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.05	0.00	0.00	0.00	0.00	0.31	0.21	0.01	0.12	0.00
Crit Volume:	90				0			461		12		
Crit Moves:	****							****		****		

Cumulative Plus Project AM

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name: N Hollywood Way NB | San Fernando Rd WB Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	1	0 0	0 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	969	190	0	0	0	0	0	0	0	0	270
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: F[62.7]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0	0 0		0 0 2	1 0		0 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	2533	368	0	0	336	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	2533	368	0	0	336	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	2533	0	0	0	336	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	2533	0	0	0	336	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	844	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	366	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	366	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.92	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	9.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	62.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			62.7			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	241	0	62	0	0	0	0	1004	261	35	407	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	0	62	0	0	0	0	1004	261	35	407	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	0	62	0	0	0	0	1004	261	35	407	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	0	62	0	0	0	0	1004	261	35	407	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	0	62	0	0	0	0	1004	261	35	407	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.38	0.62	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3572	928	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.04	0.00	0.00	0.00	0.00	0.28	0.28	0.02	0.14	0.00
Crit Volume:	241				0			422		35		
Crit Moves:	****							****		****		

Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[22.6]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	271 329	0	0	1185	63	13	0	148	0	0	0	
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	271 329	0	0	1185	63	13	0	148	0	0	0	
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	271 329	0	0	1185	63	13	0	148	0	0	0	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	271 329	0	0	1185	63	13	0	148	0	0	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	1248 xxxx xxxxx	xxxx	xxxx	xxxxx	1923	2088	624	xxxx	xxxx	xxxxx		
Potent Cap.:	565 xxxx xxxxx	xxxx	xxxx	xxxxx	60	53	433	xxxx	xxxx	xxxxx		
Move Cap.:	565 xxxx xxxxx	xxxx	xxxx	xxxxx	37	28	433	xxxx	xxxx	xxxxx		
Total Cap:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	127	113	xxxxx	0	0	xxxxx		
Volume/Cap:	0.48 xxxx xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.34	xxxx	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	2.6 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	17.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	C *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	363	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.6	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	* *	*	*	*	*	C	*	*	*	*		
ApproachDel:	xxxxxx		xxxxxx		22.6		xxxxxx					
ApproachLOS:	*		*		C		*					

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.3]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	2	0	50	0	0	0	0	116	1	209	128	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	50	0	0	0	0	116	1	209	128	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	50	0	0	0	0	116	1	209	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	50	0	0	0	0	116	1	209	128	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	663	663	117	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	xxxx	xxxxx
Potent Cap.:	430	384	941	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1484	xxxx	xxxxx
Move Cap.:	377	323	941	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1484	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	890	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	21.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	171	263	347	125	0	0	0	0	430	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	171	263	347	125	0	0	0	0	430	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	171	263	347	125	0	0	0	0	430	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	171	263	347	125	0	0	0	0	430	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	171	263	347	125	0	0	0	0	430	0	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.39	0.61	1.00	1.00	0.00	0.00	0.00	0.00	1.80	0.00	0.20
Final Sat.:	0	223	343	496	530	0	0	0	0	1314	-463	93
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.77	0.77	0.70	0.24	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.52
Crit Moves:		****		****								****
Delay/Veh:	0.0	26.4	26.4	24.4	11.4	0.0	0.0	0.0	0.0	17.4	17.8	17.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.4	26.4	24.4	11.4	0.0	0.0	0.0	0.0	17.4	17.8	17.8
LOS by Move:	*	D	D	C	B	*	*	*	*	C	C	C
ApproachDel:		26.4			21.0			xxxxxx			17.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		26.4			21.0			xxxxxx			17.3	
LOS by Appr:		D			C			*			C	
AllWayAvgQ:	2.7	2.7	2.7	2.0	0.3	0.0	0.0	0.0	0.0	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[24.8]

Street Name:	N San Fernando Blvd									Winova								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	180	324		0		0	604		192		36		0		41	0		0		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		
Initial Bse:	180	324		0		0	604		192		36		0		41	0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		
PHF Volume:	180	324		0		0	604		192		36		0		41	0		0		
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		
FinalVolume:	180	324		0		0	604		192		36		0		41	0		0		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx		6.8	6.5		6.9	xxxxx		xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx		xxxx	xxxxx		3.5	4.0		3.3	xxxxx		xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	796	xxxx	xxxxx	xxxx		xxxx	xxxxx		1222	1384		398	xxxx		xxxx	xxxxx				
Potent Cap.:	835	xxxx	xxxxx	xxxx		xxxx	xxxxx		175	145		607	xxxx		xxxx	xxxxx				
Move Cap.:	835	xxxx	xxxxx	xxxx		xxxx	xxxxx		146	114		607	xxxx		xxxx	xxxxx				
Volume/Cap:	0.22	xxxx	xxxx	xxxx		xxxx	xxxx		0.25	0.00		0.07	xxxx		xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	0.8	xxxx	xxxxx	xxxx		xxxx	xxxxx		xxxx	xxxx		0.1	xxxx		xxxx	xxxxx				
Control Del:	10.5	xxxx	xxxxx	xxxxx		xxxx	xxxxx		xxxxx	xxxx		11.1	xxxxx		xxxx	xxxxx				
LOS by Move:	B	*		*		*	*		*	*		B	*		*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		201	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		1.1	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		29.7	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		*		D		*	*	*			
ApproachDel:	xxxxxx					xxxxxx					24.8					xxxxxx				
ApproachLOS:	*					*					C					*				

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.227
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	25	31	16	6	75	50	18	120	169	15	89	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	31	16	6	75	50	18	120	169	15	89	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	31	16	6	75	50	18	120	169	15	89	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	31	16	6	75	50	18	120	169	15	89	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	31	16	6	75	50	18	120	169	15	89	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.43	0.22	0.05	0.57	0.38	0.12	0.88	1.00	0.26	1.53	0.21
Final Sat.:	521	646	333	69	859	573	176	1324	1500	388	2302	310
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.09	0.09	0.09	0.10	0.09	0.11	0.04	0.04	0.04
Crit Volume:	25					131			169	15		
Crit Moves:	****					****			****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	123	53	37	13	244	21	22	116	176	157	163	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	53	37	13	244	21	22	116	176	157	163	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	53	37	13	244	21	22	116	176	157	163	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	53	37	13	244	21	22	116	176	157	163	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	53	37	13	244	21	22	116	176	157	163	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.25	0.17	0.05	0.88	0.07	1.00	0.40	0.60	1.00	0.85	0.15
Final Sat.:	866	373	261	70	1317	113	1500	596	904	1500	1280	220
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.19	0.19	0.19	0.01	0.19	0.19	0.10	0.13	0.13
Crit Volume:	123					278		292		157		
Crit Moves:	****					****		****		****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0	1 0	0	1	1 0	1	1	1 0	1	1
Volume Module:												
Base Vol:	1	0	0	74	0	109	165	405	0	11	336	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	74	0	109	165	405	0	11	336	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	0	74	0	109	165	405	0	11	336	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	74	0	109	165	405	0	11	336	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	74	0	109	165	405	0	11	336	190
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.28	0.72
Final Sat.:	1425	0	0	1425	0	1425	1425	2850	0	1425	1821	1029
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.12	0.14	0.00	0.01	0.18	0.18
Crit Volume:	1					109	165					263
Crit Moves:	****					****	****					****

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	221	0	2	66	570	0	0	126	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	221	0	2	66	570	0	0	126	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	0	2	66	570	0	0	126	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	2	66	570	0	0	126	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	0	2	66	570	0	0	126	127
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.00	0.01	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1412	0	13	1425	2850	0	0	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.05	0.20	0.00	0.00	0.09	0.09
Crit Volume:			0	221				285		0		
Crit Moves:				****				****		****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	1	0	0	2	0
Volume Module:												
Base Vol:	0	0	0	119	0	164	0	516	0	0	128	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	119	0	164	0	516	0	0	128	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	119	0	164	0	516	0	0	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	0	164	0	516	0	0	128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	119	0	164	0	516	0	0	128	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.11	0.00	0.17	0.00	0.00	0.04	0.00
Crit Volume:	0					164		258		0		
Crit Moves:						****		****		****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 unknown

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	230	0	87	0	369	557	230	988	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	87	0	369	557	230	988	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	87	0	369	557	230	988	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	87	0	369	557	230	988	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	253	0	87	0	369	557	253	988	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.13	0.39	0.09	0.35	0.00
Crit Volume:		0		127				185			494	
Crit Moves:				****							****	

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0 0	0 0	2	0	2 0	0	0 1	1 0
Volume Module:												
Base Vol:	686	10	110	0	0	0	30	569	0	0	532	170
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	686	10	110	0	0	0	30	569	0	0	532	170
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	686	10	110	0	0	0	30	569	0	0	532	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	10	110	0	0	0	30	569	0	0	532	170
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.10 1.00		1.00	1.00 1.00		1.00	1.10 1.00		1.00	1.00 1.00		1.00
FinalVolume:	755	10	110	0	0	0	33	569	0	0	532	170
Saturation Flow Module:												
Sat/Lane:	1425 1425		1425	1425 1425		1425	1425 1425		1425	1425 1425		1425
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.97 0.03		1.00	0.00 0.00		0.00	2.00 2.00		0.00	0.00 1.52		0.48
Final Sat.:	2813	37	1425	0	0	0	2850 2850		0	0 2160		690
Capacity Analysis Module:												
Vol/Sat:	0.27 0.27		0.08	0.00 0.00		0.00	0.01 0.20		0.00	0.00 0.25		0.25
Crit Volume:	382					0	17					351
Crit Moves:	****						****					****

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	242	270	118	523	456	49	39	1328	397	451	1320	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	270	118	523	456	49	39	1328	397	451	1320	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	270	118	523	456	49	39	1328	397	451	1320	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	270	118	523	456	49	39	1328	397	451	1320	556
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	266	270	118	575	456	49	43	1328	397	496	1320	556
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.23	1.77	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3129	2481	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.18	0.18	0.03	0.02	0.32	0.28	0.18	0.31	0.40
Crit Volume:		135			258			443			248	
Crit Moves:		****			****			****			****	

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	D

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	1 1	0 0	3	1 0	2 0	3	0 0
Volume Module:												
Base Vol:	223	0	8	385	113	364	0	1511	565	262	1825	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	0	8	385	113	364	0	1511	565	262	1825	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	0	8	385	113	364	0	1511	565	262	1825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	0	8	385	113	364	0	1511	565	262	1825	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	223	0	8	424	113	400	0	1511	565	288	1825	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.81	0.48	1.71	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2575	688	2437	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.01	0.16	0.16	0.16	0.00	0.35	0.40	0.10	0.43	0.00
Crit Volume:	223			234					565	144		
Crit Moves:	****			****					****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 2	0	0 0	0 0	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	953	10	481	0	0	0	112	1163	0	0	1564	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	953	10	481	0	0	0	112	1163	0	0	1564	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	953	10	481	0	0	0	112	1163	0	0	1564	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	953	10	481	0	0	0	112	1163	0	0	1564	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1048	10	529	0	0	0	123	1163	0	0	1564	205
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2823	27	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.19	0.00	0.00	0.00	0.04	0.27	0.00	0.00	0.37	0.14
Crit Volume:	529					0	62				521	
Crit Moves:	****						****				****	

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1! 0	0	1	0	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	19	1	71	106	556	2	0	295	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	1	71	106	556	2	0	295	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	19	1	71	106	556	2	0	295	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	1	71	106	556	2	0	295	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	21	1	71	106	556	2	0	295	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	0.99	0.01	0.00	1.92	0.08
Final Sat.:	0	0	0	1425	14	1411	1425	1420	5	0	2739	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.07	0.05	0.07	0.39	0.39	0.00	0.11	0.11
Crit Volume:	0			100			558			0		
Crit Moves:				****			****			****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	D

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1! 0	1	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	33	0	355	631	1259	0	0	365	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	355	631	1259	0	0	365	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	355	631	1259	0	0	365	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	355	631	1259	0	0	365	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	0	391	631	1259	0	0	365	14
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.16	1.16	1.16	1.16	0.84
Lanes:	0.00	0.00	0.00	0.16	0.00	1.84	1.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	186	0	2196	1191	3319	0	0	3196	88
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.53	0.38	0.00	0.00	0.11	0.16
Crit Volume:	0					212	631					190
Crit Moves:						****	****					****

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

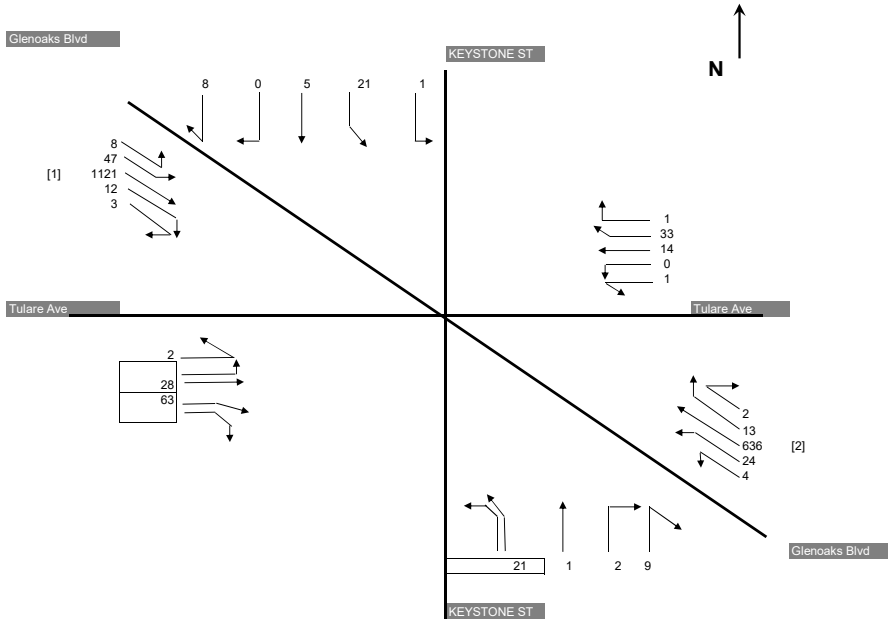
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	D

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	229	632	42	23	1163	79	25	21	387	6	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	632	42	23	1163	79	25	21	387	6	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	632	42	23	1163	79	25	21	387	6	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	632	42	23	1163	79	25	21	387	6	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	632	42	23	1163	79	25	21	387	6	2	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	0.05	0.95	1.00	0.33	0.67
Final Sat.:	1444	2708	180	1444	2888	1444	1444	74	1369	1444	481	963
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.23	0.02	0.40	0.05	0.02	0.28	0.28	0.00	0.00	0.00
Crit Volume:	229			582			408			6		
Crit Moves:	****			****			****			****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Future plus Project - AM Peak Hour



[1] 1120.75052489499 is the maxiumum SB-TH volume along Glenoaks
[2] 636 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1375

pair 1 Glenoaks Blvd

Max { (SBT 1,121 + SBR 15)/2 Glenoaks Blvd SBT and SBR + NBL 28/1 Glenoaks Blvd NBL = 596 } or { (NBT/R 636 + 14)/2 Glenoaks Blvd NBT and NBR + SBL 55/1 Glenoaks Blvd SBL = 380 }

Critical Volume = 596 per lane
v/c = 0.433

pair 2 Keystone S

Max { (SBL 22 + SBT 5 + SBR 8)/1 Keystone SBL, SBT, and SBR + NBL 21/1 Keystone NBL = 55 } or { (NBL 21 + NBT 1 + NBR 11)/1 Keystone NBL, NBT, and NBR + SBL 22/1 Keystone SBL = 55 }

Critical Volume = 55 per lane
v/c = 0.040

pair 3 Tulare Ave

Max { (EBL 2 + EBT 28 + EBR 63)/1 Tulare Ave EBL, EBT, and EBR + WBL 1/1 Tulare Ave WBL = 94 } or { (WBL 1 + WBT 14 + WBR 34)/1 Tulare Ave WBL, WBT, and WBR + EBL 2/1 Tulare Ave EBL = 52 }

Critical Volume = 94 per lane
v/c = 0.068

						Loss Time		ATSAC Credit		
V/C =	**0.433**	**+**	**0.040**	**+**	**0.068**	**+**	**0.000**	**-**	**0**	**=**	**0.541**

LOS = A

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

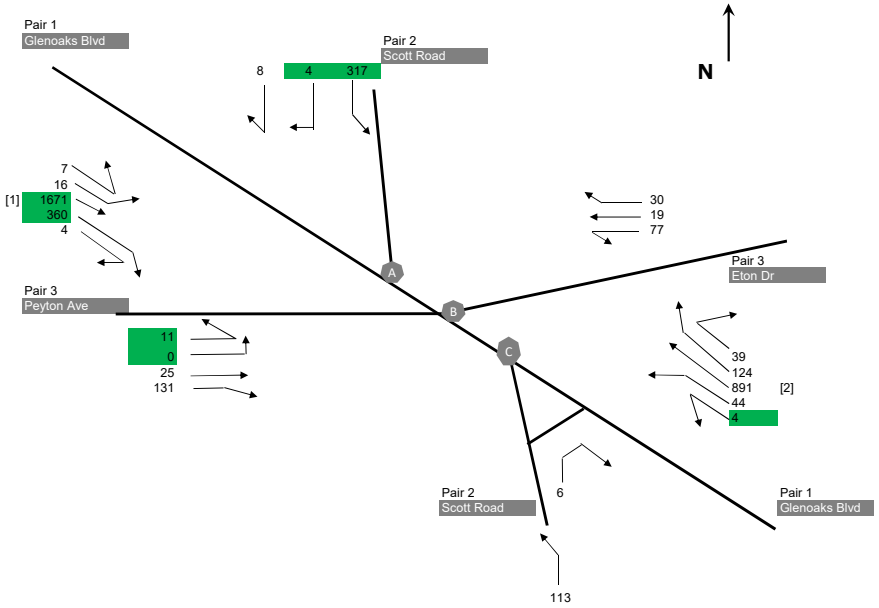
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	154	628	9	40	1113	1	3	45	215	9	38	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	628	9	40	1113	1	3	45	215	9	38	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	628	9	40	1113	1	3	45	215	9	38	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	628	9	40	1113	1	3	45	215	9	38	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	628	9	40	1113	1	3	45	215	9	38	39
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.06	0.94	1.00	0.10	0.44	0.46
Final Sat.:	1496	2950	42	1496	2990	3	94	1403	1496	157	661	679
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.03	0.37	0.37	0.03	0.03	0.14	0.06	0.06	0.06
Crit Volume:	154			557			3			86		
Crit Moves:	****			****			****			****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Future plus Project - AM Peak Hour



[1] 1671.00944856892 is the maxiumum SB-TH volume along Glenoaks
A SB-TH at Scott Road (SB approach): 1365
B SB-TH at Peyton Ave & Eton Dr: 1671
C SB-TH at Scott Road (NB approach): 1590
[2] 891 is the maxiumum NB-TH volume along Glenoaks
A NB-TH at Scott Road (SB approach): 809
B NB-TH at Peyton Ave & Eton Dr: 891
C NB-TH at Scott Road (NB approach): 870

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*
Max { (SBT 1671.01 + SBR 364)/2 Glenoaks Blvd SB + NBL 48/1 Glenoaks Blvd NB = 1066 } or { (NBT 891 + NBR 163)/2 Glenoaks Blvd NB + SBL 23.133/1 Glenoaks Blvd SB = 550 }
Critical Volume = 1066
v/c = 0.738

Pair 2 Scott Road *Permissive Lefts*
Max { (SBT 317 + SBR 13)/1 Scott Road (All SB Movements) = 329.12 } or { (NBT 112.51 + NBR* 0)/1 Scott Road (All NB Movements) = 112.51 }
*NBR is excluded due to channelization
Critical Volume = 329.12
v/c = 0.228

Pair 3 Peyton Ave/Eton Dr *Split Phasing*
Sum { (EBL 11 + EBT 25.236 + EBR 131)/1 Peyton Ave (All EB Movements) = 167.19 } and { (WBL 76.76 + WBT 18.927 + WBR 30)/1 Eton Dr (All WB Movements) = 126 }
Split phase, sum critical volumes
Critical Volume = 293
v/c = 0.203

							Loss Time		ATSAC Credit			
V/C =	**0.738**	**+**	**0.228**	**+**	**0.203**	**+**	**0.000**	**-**	**0**	**=**	**1.169**	
LOS =		**F**										

							Loss Time		ATSAC Credit			
V/C =	0.678	+	0.228	+	0.203	+	0.000	-	0	=	1.109	
LOS =		F										

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	2	0	1! 0	0	0	2	1
Volume Module:												
Base Vol:	0	0	4	1041	0	11	0	746	4	0	738	763
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	1041	0	11	0	746	4	0	738	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	4	1041	0	11	0	746	4	0	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	1041	0	11	0	746	4	0	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	1145	0	11	0	746	4	0	738	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.97	xxxx	0.03	0.00	2.98	0.02	0.00	2.00	1.00
Final Sat.:	0	0	1454	4319	0	41	0	4337	23	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.17	0.17	0.00	0.25	0.00
Crit Volume:			4	385			0				369	
Crit Moves:			****	****			****				****	

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	1.081
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	60	631	50	157	1815	149	88	426	191	69	421	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	631	50	157	1815	149	88	426	191	69	421	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	631	50	157	1815	149	88	426	191	69	421	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	631	50	157	1815	149	88	426	191	69	421	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	631	50	157	1815	149	88	426	191	69	421	113
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.69	0.31	1.00	0.79	0.21
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1056	474	1530	1206	324
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.03	0.10	0.59	0.10	0.06	0.40	0.40	0.05	0.35	0.35
Crit Volume:	60				907				617	69		
Crit Moves:	****				****				****	****		

Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	235	2591	0	0	1533	34	93	0	744	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	2591	0	0	1533	34	93	0	744	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	2591	0	0	1533	34	93	0	744	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2591	0	0	1533	34	93	0	744	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	235	2591	0	0	1533	34	93	0	818	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.93	0.07	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4266	95	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.59	0.00	0.00	0.36	0.36	0.06	0.00	0.28	0.00	0.00	0.00
Crit Volume:	864			522					409	0		
Crit Moves:	****								****			

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	1.123
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	3 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	125	2196	2	6	1330	147	357	0	243	13	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	2196	2	6	1330	147	357	0	243	13	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	2196	2	6	1330	147	357	0	243	13	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	2196	2	6	1330	147	357	0	243	13	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	2196	2	6	1330	147	357	0	243	13	0	16
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	3.00	1.00	0.60	0.00	0.40	1.00	0.00	1.00
Final Sat.:	1530	3057	3	1530	4590	1530	910	0	620	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.72	0.72	0.00	0.29	0.10	0.39	0.00	0.39	0.01	0.00	0.01
Crit Volume:		1099		6					600	13		
Crit Moves:		****		****					****	****		

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.971		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	180	Level Of Service:	E		

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	113	1938	51	64	1557	33	75	26	188	122	46	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1938	51	64	1557	33	75	26	188	122	46	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1938	51	64	1557	33	75	26	188	122	46	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1938	51	64	1557	33	75	26	188	122	46	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1938	51	64	1557	33	75	26	188	122	46	278
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2832	75	1454	4270	91	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.08	0.68	0.68	0.04	0.36	0.36	0.05	0.02	0.13	0.08	0.03	0.19
Crit Volume:		995		64			75					278
Crit Moves:		****		****			****					****

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	20	1683	111	146	1681	41	97	9	12	191	78	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1683	111	146	1681	41	97	9	12	191	78	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1683	111	146	1681	41	97	9	12	191	78	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1683	111	146	1681	41	97	9	12	191	78	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1683	111	146	1681	41	107	9	12	191	78	293
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.08	0.10	0.60	0.03	0.04	0.01	0.01	0.14	0.06	0.21
Crit Volume:		841			146			53				293
Crit Moves:		****			****			****				****

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	99	1550	30	64	2053	40	117	6	82	66	30	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1550	30	64	2053	40	117	6	82	66	30	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1550	30	64	2053	40	117	6	82	66	30	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1550	30	64	2053	40	117	6	82	66	30	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1550	30	64	2053	40	117	6	82	66	30	185
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.96	0.04	1.00	2.94	0.06	1.00	0.07	0.93	1.00	0.14	0.86
Final Sat.:	1454	2852	55	1454	4277	83	1454	99	1354	1454	203	1251
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.54	0.04	0.48	0.48	0.08	0.06	0.06	0.05	0.15	0.15
Crit Volume:		790		64			117				215	
Crit Moves:		****		****			****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	1.093
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	197	1212	94	216	1111	403	247	826	103	84	927	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1212	94	216	1111	403	247	826	103	84	927	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1212	94	216	1111	403	247	826	103	84	927	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1212	94	216	1111	403	247	826	103	84	927	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	1212	94	216	1111	403	247	826	103	84	927	156
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.43	0.07	0.15	0.40	0.29	0.18	0.29	0.07	0.06	0.33	0.11
Crit Volume:		606			216			247			464	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	102	1203	138	148	933	158	184	761	36	164	791	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1203	138	148	933	158	184	761	36	164	791	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1203	138	148	933	158	184	761	36	164	791	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1203	138	148	933	158	184	761	36	164	791	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1203	138	148	933	158	184	761	36	164	791	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2678	127	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.10	0.11	0.33	0.11	0.13	0.28	0.28	0.12	0.28	0.08
Crit Volume:	602			148			184			396		
Crit Moves:	****			****			****			****		

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	185	1223	162	208	843	202	172	760	110	153	879	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1223	162	208	843	202	172	760	110	153	879	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1223	162	208	843	202	172	760	110	153	879	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1223	162	208	843	202	172	760	110	153	879	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1223	162	208	843	202	172	760	110	153	879	201
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.12	0.15	0.30	0.14	0.12	0.27	0.08	0.11	0.31	0.14
Crit Volume:		612			208			172			439	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	108	1299	114	55	839	154	262	729	61	98	513	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1299	114	55	839	154	262	729	61	98	513	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1299	114	55	839	154	262	729	61	98	513	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1299	114	55	839	154	262	729	61	98	513	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1299	114	55	839	154	288	729	61	98	513	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.08	0.04	0.29	0.11	0.10	0.50	0.04	0.07	0.35	0.04
Crit Volume:		650			55			729			513	
Crit Moves:		****			****			****				

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	364	866	431	142	553	381	224	1054	99	52	1248	549
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	866	431	142	553	381	224	1054	99	52	1248	549
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	866	431	142	553	381	224	1054	99	52	1248	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	866	431	142	553	381	224	1054	99	52	1248	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	866	431	156	553	381	246	1054	99	52	1248	549
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.83	0.17	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2564	241	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.26	0.31	0.31	0.06	0.20	0.27	0.09	0.41	0.41	0.04	0.30	0.39
Crit Volume:	364			277			123					549
Crit Moves:	****			****			****					****

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	111	1126	19	108	354	232	130	524	21	12	563	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1126	19	108	354	232	130	524	21	12	563	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1126	19	108	354	232	130	524	21	12	563	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1126	19	108	354	232	130	524	21	12	563	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1126	19	108	354	232	130	524	21	12	563	446
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.12	0.88
Final Sat.:	1454	2859	48	1454	2907	1454	1454	2795	112	1454	1622	1285
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.39	0.07	0.12	0.16	0.09	0.19	0.19	0.01	0.35	0.35
Crit Volume:	573			108			130					505
Crit Moves:	****			****			****					****

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	1.160
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	49	498	178	36	52	316	550	1359	7	46	1474	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	498	178	36	52	316	550	1359	7	46	1474	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	498	178	36	52	316	550	1359	7	46	1474	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	498	178	36	52	316	550	1359	7	46	1474	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	498	178	36	52	348	550	1359	7	46	1474	62
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.14	1.37	0.49	1.00	1.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	196	1997	714	1454	1454	2907	1454	4338	22	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.02	0.04	0.12	0.38	0.31	0.31	0.03	0.51	0.04
Crit Volume:			363	36			550				737	
Crit Moves:			****	****			****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	698	0	0	424	0	544	0	876	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	698	0	0	424	0	544	0	876	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	698	0	0	424	0	544	0	876	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	698	0	0	424	0	544	0	876	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	698	0	0	424	0	544	0	964	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.72	xxxx	1.28	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	1028	0	1822	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.15	0.00	0.53	0.00	0.53	0.00	0.00	0.00
Crit Volume:		349			0				754		0	
Crit Moves:		****			****				****			

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	494	2	40	0	0	10	6	1014	607	132	1389	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	2	40	0	0	10	6	1014	607	132	1389	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	2	40	0	0	10	6	1014	607	132	1389	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	2	40	0	0	10	6	1014	607	132	1389	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	2	40	0	0	10	6	1014	607	132	1389	26
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	2795	10	1403	0	0	1403	1403	2805	1403	1403	2753	52
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.03	0.00	0.00	0.01	0.00	0.36	0.43	0.09	0.50	0.50
Crit Volume:	273					10	0				708	
Crit Moves:	****					****	****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 1 0
Volume Module:												
Base Vol:	257	184	100	21	99	15	24	873	126	101	831	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	184	100	21	99	15	24	873	126	101	831	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	184	100	21	99	15	24	873	126	101	831	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	184	100	21	99	15	24	873	126	101	831	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	184	100	21	99	15	24	873	126	101	831	21
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.65	0.35	0.16	0.73	0.11	1.00	1.75	0.25	1.00	1.95	0.05
Final Sat.:	1444	935	508	225	1059	160	1444	2523	364	1444	2816	71
Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.20	0.09	0.09	0.09	0.02	0.35	0.35	0.07	0.30	0.30
Crit Volume:	257			135			500			101		
Crit Moves:	****			****			****			****		

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	1.030
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	603	558	0	0	530	101	210	0	234	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	558	0	0	530	101	210	0	234	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	603	558	0	0	530	101	210	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	603	558	0	0	530	101	210	0	234	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	603	558	0	0	530	101	210	0	234	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1197	228	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.39	0.00	0.00	0.44	0.44	0.15	0.00	0.16	0.00	0.00	0.00
Crit Volume:	603					631			234		0	
Crit Moves:	****					****			****			

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	132	1062	242	20	512	226	76	69	341	189	38	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1062	242	20	512	226	76	69	341	189	38	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1062	242	20	512	226	76	69	341	189	38	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1062	242	20	512	226	76	69	341	189	38	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1062	242	20	512	226	76	69	341	189	38	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.39	0.61	1.00	1.00	1.00	1.00	0.55	0.45
Final Sat.:	1375	2240	510	1375	1908	842	1375	1375	1375	1375	757	618
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.47	0.01	0.27	0.27	0.06	0.05	0.25	0.14	0.05	0.05
Crit Volume:			652	20					341	189		
Crit Moves:			****	****					****	****		

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	Level Of Service:	D

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	67	968	105	215	686	139	125	766	67	135	489	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	968	105	215	686	139	125	766	67	135	489	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	968	105	215	686	139	125	766	67	135	489	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	968	105	215	686	139	125	766	67	135	489	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	968	105	215	686	139	125	766	67	135	489	351
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.07	0.15	0.24	0.10	0.09	0.27	0.05	0.10	0.17	0.25
Crit Volume:		484		215				383		135		
Crit Moves:		****		****				****		****		

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	62	937	13	133	764	183	220	12	73	18	51	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	937	13	133	764	183	220	12	73	18	51	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	937	13	133	764	183	220	12	73	18	51	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	937	13	133	764	183	220	12	73	18	51	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	937	13	133	764	183	220	12	73	18	51	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.97	0.03	1.00	1.61	0.39	1.00	0.14	0.86	1.00	0.55	0.45
Final Sat.:	1530	3018	42	1530	2469	591	1530	216	1314	1530	839	691
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.09	0.31	0.31	0.14	0.06	0.06	0.01	0.06	0.06
Crit Volume:		475		133			220					93
Crit Moves:		****		****			****					****

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	150	841	459	169	639	61	80	444	222	382	274	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	841	459	169	639	61	80	444	222	382	274	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	841	459	169	639	61	80	444	222	382	274	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	841	459	169	639	61	80	444	222	382	274	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	165	841	459	186	639	61	88	444	222	420	274	136
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.83	0.17	2.00	2.00	1.00	2.00	1.34	0.66
Final Sat.:	2805	2805	1403	2805	2561	244	2805	2805	1403	2805	1875	930
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.33	0.07	0.25	0.25	0.03	0.16	0.16	0.15	0.15	0.15
Crit Volume:		421			93			222			210	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	257	1021	93	295	979	138	208	753	148	118	809	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	1021	93	295	979	138	208	753	148	118	809	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1021	93	295	979	138	208	753	148	118	809	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1021	93	295	979	138	208	753	148	118	809	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	1021	93	295	979	138	208	753	148	118	809	238
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.07	0.21	0.35	0.10	0.15	0.27	0.11	0.08	0.29	0.17
Crit Volume:		511			295			208			404	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	234	1200	135	181	926	192	175	762	159	111	689	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1200	135	181	926	192	175	762	159	111	689	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1200	135	181	926	192	175	762	159	111	689	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1200	135	181	926	192	175	762	159	111	689	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1200	135	181	926	192	175	762	159	111	689	133
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.17	0.43	0.10	0.13	0.33	0.14	0.12	0.27	0.11	0.08	0.25	0.09
Crit Volume:		600			181			175			345	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	198	1270	195	249	761	152	145	881	111	126	885	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1270	195	249	761	152	145	881	111	126	885	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1270	195	249	761	152	145	881	111	126	885	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1270	195	249	761	152	145	881	111	126	885	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1270	195	249	761	152	145	881	111	126	885	213
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.45	0.14	0.18	0.27	0.11	0.10	0.31	0.08	0.09	0.32	0.15
Crit Volume:		635			249			145			443	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	1.135
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	261	1044	159	120	636	214	468	1020	156	108	837	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	1044	159	120	636	214	468	1020	156	108	837	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	1044	159	120	636	214	468	1020	156	108	837	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1044	159	120	636	214	468	1020	156	108	837	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1044	159	120	636	214	468	1020	156	108	837	126
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2433	372	1403	2438	367
Capacity Analysis Module:												
Vol/Sat:	0.19	0.37	0.11	0.09	0.23	0.15	0.33	0.42	0.42	0.08	0.34	0.34
Crit Volume:	522			120			468			482		
Crit Moves:	****			****			****			****		

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	1.104
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	195	734	162	318	484	97	303	1429	266	271	681	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	734	162	318	484	97	303	1429	266	271	681	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	734	162	318	484	97	303	1429	266	271	681	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	734	162	318	484	97	303	1429	266	271	681	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	195	734	162	318	484	97	333	1429	266	298	681	255
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.12	0.23	0.17	0.07	0.12	0.51	0.19	0.11	0.24	0.18
Crit Volume:		367			318			714			149	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	114	669	75	116	414	530	110	924	1	91	898	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	669	75	116	414	530	110	924	1	91	898	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	669	75	116	414	530	110	924	1	91	898	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	669	75	116	414	530	110	924	1	91	898	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	669	75	116	414	583	110	924	1	91	898	244
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.25	1.75	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2473	277	1375	1713	2412	1375	2747	3	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.08	0.24	0.24	0.08	0.34	0.34	0.07	0.33	0.18
Crit Volume:		372			332	110					449	
Crit Moves:		****			****	****					****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	157	0	62	0	0	0	0	519	326	35	645	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	62	0	0	0	0	519	326	35	645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	0	62	0	0	0	0	519	326	35	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	62	0	0	0	0	519	326	35	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	0	62	0	0	0	0	519	326	35	645	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.17	0.22	0.02	0.22	0.00
Crit Volume:	86				0				326	35		
Crit Moves:	****								****	****		

Cumulative Plus Project PM

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name:	N Hollywood Way NB						San Fernando Rd WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 1	0 0	0	0 0 0	0 0	0	0 0 0	0 0	0	0 0 1
Volume Module:												
Base Vol:	0	2332	230	0	0	0	0	0	0	0	0	428
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[14.3]

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	0 0 0 0 0			0 0 2 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	1222	182	0	0	265	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1222	182	0	0	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1222	0	0	0	265	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	1222	0	0	0	265	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	648	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	648	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.3			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	187	0	26	0	0	0	0	658	254	50	724	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	0	26	0	0	0	0	658	254	50	724	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	0	26	0	0	0	0	658	254	50	724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	0	26	0	0	0	0	658	254	50	724	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	0	26	0	0	0	0	658	254	50	724	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.16	0.84	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3247	1253	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.02	0.00	0.00	0.00	0.00	0.20	0.20	0.03	0.24	0.00
Crit Volume:	187				0			0			362	
Crit Moves:	****						****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: D[29.0]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	163	736	0	0	550	24	75	0	342	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	736	0	0	550	24	75	0	342	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	736	0	0	550	24	75	0	342	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	163	736	0	0	550	24	75	0	342	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	574	xxxx	xxxxx	xxxx	xxxx	xxxxx	1256	1624	287	xxxx	xxxx	xxxxx
Potent Cap.:	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	104	716	xxxx	xxxx	xxxxx
Move Cap.:	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx	146	87	716	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	270	189	xxxxx	118	171	xxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	0.00	0.48	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	552	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			29.0			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: B[10.6]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	5	0	259	0	0	0	0	132	2	84	105	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	259	0	0	0	0	132	2	84	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	259	0	0	0	0	132	2	84	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	259	0	0	0	0	132	2	84	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	406	406	133	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	134	xxxx	xxxxx
Potent Cap.:	605	537	922	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1463	xxxx	xxxxx
Move Cap.:	577	505	922	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1463	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	911	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	1.081
Loss Time (sec):	0	Average Delay (sec/veh):	46.0
Optimal Cycle:	0	Level Of Service:	E

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	127	511	314	126	0	0	0	0	406	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	511	314	126	0	0	0	0	406	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	127	511	314	126	0	0	0	0	406	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	127	511	314	126	0	0	0	0	406	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	127	511	314	126	0	0	0	0	406	0	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.20	0.80	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	118	473	489	523	0	0	0	0	1301	-454	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.08	1.08	0.64	0.24	xxxx	xxxx	xxxx	xxxx	0.31	0.00	0.49
Crit Moves:		****		****								****
Delay/Veh:	0.0	84.7	84.7	22.0	11.6	0.0	0.0	0.0	0.0	17.4	17.8	17.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	84.7	84.7	22.0	11.6	0.0	0.0	0.0	0.0	17.4	17.8	17.8
LOS by Move:	*	F	F	C	B	*	*	*	*	C	C	C
ApproachDel:		84.7			19.1			xxxxxx			17.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		84.7			19.1			xxxxxx			17.3	
LOS by Appr:		F			C			*			C	
AllWayAvgQ:	12.4	12.4	12.4	1.6	0.3	0.0	0.0	0.0	0.0	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.8]

Street Name:	N San Fernando Blvd									Winova					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1 0 2	0	0	0	0 1	1 0	0	0 1!	0 1	0	0 0	0 0			
Volume Module:															
Base Vol:	103 472	0	0	481	25		68	0	91	0	0	0			
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	103 472	0	0	481	25		68	0	91	0	0	0			
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	103 472	0	0	481	25		68	0	91	0	0	0			
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0			
FinalVolume:	103 472	0	0	481	25		68	0	91	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx					
Capacity Module:															
Cnflict Vol:	506 xxxx xxxxx	xxxx	xxxx	xxxxx	936	1172	253	xxxx	xxxx	xxxxx					
Potent Cap.:	1069 xxxx xxxxx	xxxx	xxxx	xxxxx	268	194	753	xxxx	xxxx	xxxxx					
Move Cap.:	1069 xxxx xxxxx	xxxx	xxxx	xxxxx	248	175	753	xxxx	xxxx	xxxxx					
Volume/Cap:	0.10 xxxx xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.12	xxxx	xxxx	xxxx					
Level Of Service Module:															
2Way95thQ:	0.3 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx					
Control Del:	8.7 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx					
LOS by Move:	A *	*	*	*	*	*	*	B	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	339	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx					
Shared LOS:	* *	*	*	*	*	C	*	*	*	*					
ApproachDel:	xxxxxx		xxxxxx			17.8			xxxxxx						
ApproachLOS:	*		*			C			*						

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.208
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	105	78	11	6	25	58	17	86	39	8	167	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	78	11	6	25	58	17	86	39	8	167	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	78	11	6	25	58	17	86	39	8	167	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	78	11	6	25	58	17	86	39	8	167	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	78	11	6	25	58	17	86	39	8	167	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.40	0.06	0.07	0.28	0.65	0.24	1.21	0.55	0.08	1.76	0.16
Final Sat.:	812	603	85	101	421	978	359	1817	824	126	2637	237
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.06	0.06	0.06	0.05	0.05	0.05	0.06	0.06	0.06
Crit Volume:			194			6			17			95
Crit Moves:			****			****			****			****

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	160	181	127	5	71	29	15	113	117	35	184	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	181	127	5	71	29	15	113	117	35	184	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	181	127	5	71	29	15	113	117	35	184	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	181	127	5	71	29	15	113	117	35	184	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	181	127	5	71	29	15	113	117	35	184	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.39	0.27	0.05	0.67	0.28	1.00	0.49	0.51	1.00	0.87	0.13
Final Sat.:	513	580	407	71	1014	414	1500	737	763	1500	1302	198
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.07	0.07	0.07	0.01	0.15	0.15	0.02	0.14	0.14
Crit Volume:			468		5			230			35	
Crit Moves:			****		****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	0	1	2	193	0	166	78	523	0	1	385	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	193	0	166	78	523	0	1	385	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	193	0	166	78	523	0	1	385	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	193	0	166	78	523	0	1	385	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	193	0	166	78	523	0	1	385	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.57	0.43
Final Sat.:	0	475	950	1425	0	1425	1425	2850	0	1425	2239	611
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.05	0.18	0.00	0.00	0.17	0.17
Crit Volume:		3		193			78				245	
Crit Moves:		****		****			****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1! 0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	108	0	6	25	325	0	0	481	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	6	25	325	0	0	481	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	6	25	325	0	0	481	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	6	25	325	0	0	481	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	108	0	6	25	325	0	0	481	283
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	2.00	0.00	0.00	1.26	0.74
Final Sat.:	0	0	0	1350	0	75	1425	2850	0	0	1794	1056
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.02	0.11	0.00	0.00	0.27	0.27
Crit Volume:				0	108			25			382	
Crit Moves:					****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	123	0	304	0	226	0	0	485	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	304	0	226	0	0	485	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	123	0	304	0	226	0	0	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	123	0	304	0	226	0	0	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	123	0	304	0	226	0	0	485	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.00	0.08	0.00	0.00	0.16	0.00
Crit Volume:	0					304	0				242	
Crit Moves:						****	****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 unknown

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	240	0	43	0	741	1062	150	1269	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	43	0	741	1062	150	1269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	240	0	43	0	741	1062	150	1269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	240	0	43	0	741	1062	150	1269	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	264	0	43	0	741	1062	165	1269	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.03	0.00	0.26	0.75	0.06	0.45	0.00
Crit Volume:		0		132				371			635	
Crit Moves:				****							****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 0	2	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	894	10	270	0	0	0	60	921	0	0	525	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	894	10	270	0	0	0	60	921	0	0	525	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	894	10	270	0	0	0	60	921	0	0	525	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	894	10	270	0	0	0	60	921	0	0	525	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	983	10	270	0	0	0	66	921	0	0	525	340
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.21	0.79
Final Sat.:	2821	29	1425	0	0	0	2850	2850	0	0	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.19	0.00	0.00	0.00	0.02	0.32	0.00	0.00	0.30	0.30
Crit Volume:	497				0		33				433	
Crit Moves:	****						****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	479	539	256	732	507	145	125	1416	327	302	1341	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	539	256	732	507	145	125	1416	327	302	1341	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	539	256	732	507	145	125	1416	327	302	1341	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	539	256	732	507	145	125	1416	327	302	1341	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	527	539	256	805	507	145	138	1416	327	332	1341	544
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.45	1.55	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3442	2168	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.18	0.23	0.23	0.10	0.05	0.34	0.23	0.12	0.32	0.39
Crit Volume:		270			328			472			166	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	1 1	0 0	3	1 0	2 0	3	0 0
Volume Module:												
Base Vol:	289	0	40	664	74	340	0	2027	460	181	1644	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	0	40	664	74	340	0	2027	460	181	1644	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	0	40	664	74	340	0	2027	460	181	1644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	0	40	664	74	340	0	2027	460	181	1644	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	289	0	40	730	74	374	0	2027	460	199	1644	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	2.00	0.33	1.67	0.00	3.26	0.74	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2850	471	2379	0	4646	1054	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.03	0.26	0.16	0.16	0.00	0.44	0.44	0.07	0.38	0.00
Crit Volume:	289			365				622		100		
Crit Moves:	****			****				****		****		

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 2	0	0 0	0 0	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	654	10	711	0	0	0	450	1955	0	0	1426	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	654	10	711	0	0	0	450	1955	0	0	1426	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	654	10	711	0	0	0	450	1955	0	0	1426	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	654	10	711	0	0	0	450	1955	0	0	1426	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	719	10	782	0	0	0	495	1955	0	0	1426	377
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2811	39	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.27	0.00	0.00	0.00	0.17	0.46	0.00	0.00	0.33	0.26
Crit Volume:			391	0			248				475	
Crit Moves:			****				****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1! 0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	1	1	72	81	296	2	0	768	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	1	72	81	296	2	0	768	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	1	72	81	296	2	0	768	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	1	72	81	296	2	0	768	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1	1	72	81	296	2	0	768	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	0.99	0.01	0.00	1.99	0.01
Final Sat.:	0	0	0	1425	14	1411	1425	1415	10	0	2839	11
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.07	0.05	0.06	0.21	0.21	0.00	0.27	0.27
Crit Volume:	0				100			81				386
Crit Moves:					****			****				****

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	D

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	16	0	759	337	686	0	0	771	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	759	337	686	0	0	771	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	759	337	686	0	0	771	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	759	337	686	0	0	771	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	0	835	337	686	0	0	771	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.08	1.08	1.08	1.08	0.92
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	49	0	2582	1316	3069	0	0	2980	76
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.26	0.22	0.00	0.00	0.26	0.30
Crit Volume:	0					425	337					397
Crit Moves:						****	****					****

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

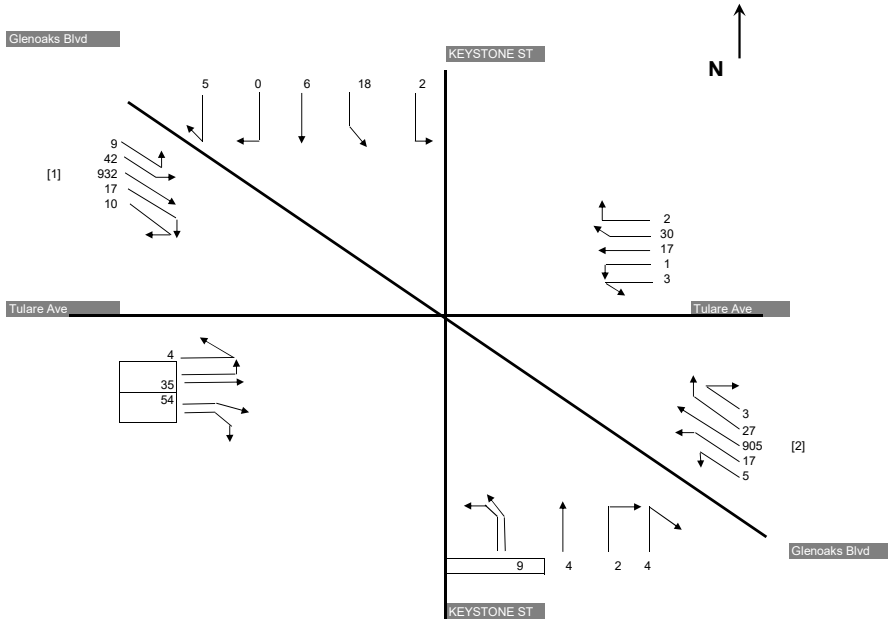
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	92	Level Of Service:	C		

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	186	1118	48	19	718	49	93	11	421	52	26	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1118	48	19	718	49	93	11	421	52	26	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1118	48	19	718	49	93	11	421	52	26	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1118	48	19	718	49	93	11	421	52	26	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	1118	48	19	718	49	93	11	421	52	26	35
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	0.03	0.97	1.00	0.43	0.57
Final Sat.:	1444	2769	119	1444	2888	1444	1444	37	1407	1444	615	828
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.40	0.01	0.25	0.03	0.06	0.30	0.30	0.04	0.04	0.04
Crit Volume:			583	19				432		52		
Crit Moves:			****	****				****		****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Future plus Project - PM Peak Hour



[1] 932.140655840496 is the maxiumum SB-TH volume along Glenoaks
[2] 905 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1375

pair 1 Glenoaks Blvd: Max { (SBT 932 + SBR 27)/2 [Glenoaks Blvd SBT and SBR] + NBL 22/1 [Glenoaks Blvd NBL] = 502 } or { NBT/R 905 + 30)/2 [Glenoaks Blvd NBT and NBR] + SBL 51/1 [Glenoaks Blvd SBL] = 519 }

Critical Volume = 519 per lane
v/c = 0.377

pair 2 Keystone S: Max { (SBL 20 + SBT 6 + SBR 5)/1 [Keystone SBL, SBT, and SBR] + NBL 9/1 [Keystone NBL] = 41 } or { (NBL 9 + NBT 4 + NBR 6)/1 [Keystone NBL, NBT, and NBR] + SBL 20/1 [Keystone SBL] = 39 }

Critical Volume = 41 per lane
v/c = 0.030

pair 3 Tulare Ave: Max { (EBL 4 + EBT 35 + EBR 54)/1 [Tulare Ave EBL, EBT, and EBR] + WBL 4/1 [Tulare Ave WBL] = 96 } or { (WBL 4 + WBT 17 + WBR 33)/1 [Tulare Ave WBL, WBT, and WBR] + EBL 4/1 [Tulare Ave EBL] = 58 }

Critical Volume = 96 per lane
v/c = 0.070

							Loss Time		ATSAC Credit		
V/C =	**0.377**	**+**	**0.030**	**+**	**0.070**	**+**	**0.000**	**-**	**0**	**=**	**0.477**

LOS = A

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

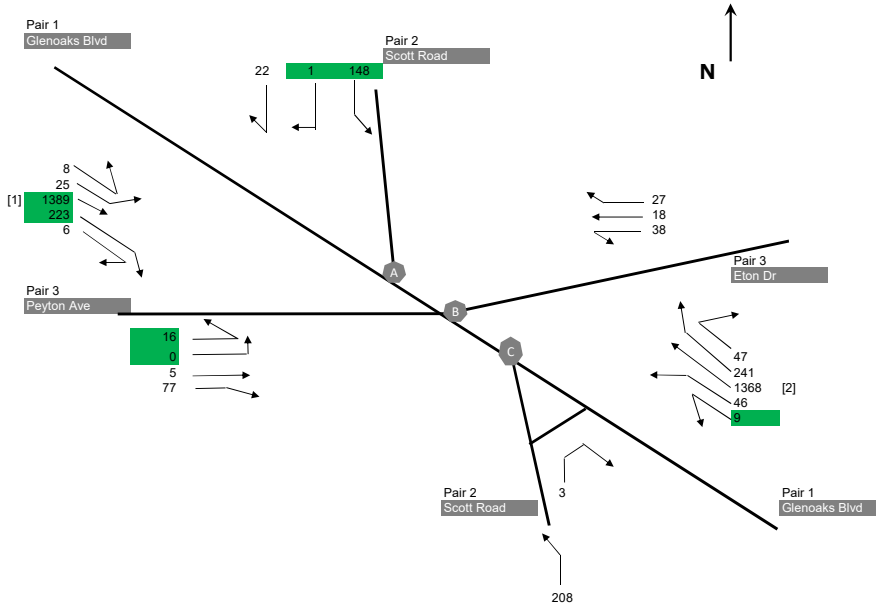
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	135	978	14	22	942	3	4	42	346	17	35	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	978	14	22	942	3	4	42	346	17	35	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	978	14	22	942	3	4	42	346	17	35	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	978	14	22	942	3	4	42	346	17	35	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	978	14	22	942	3	4	42	346	17	35	26
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	1.99	0.01	0.09	0.91	1.00	0.22	0.45	0.33
Final Sat.:	1496	2950	42	1496	2983	10	130	1366	1496	326	671	499
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.01	0.32	0.32	0.03	0.03	0.23	0.05	0.05	0.05
Crit Volume:	0			472					346	17		
Crit Moves:	****			****					****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Future plus Project - PM Peak Hour



[1] 1388.50564466544 is the maxiumum SB-TH volume along Glenoaks
A SB-TH at Scott Road (SB approach): 1270
B SB-TH at Peyton Ave & Eton Dr: 1389
C SB-TH at Scott Road (NB approach): 1292
[2] 1368 is the maxiumum NB-TH volume along Glenoaks
A NB-TH at Scott Road (SB approach): 1162
B NB-TH at Peyton Ave & Eton Dr: 1368
C NB-TH at Scott Road (NB approach): 1307

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*
Max { SBT 1388.51 + SBR 229 / 2 (Glenoaks Blvd SB) + NBL 56 / 1 (Glenoaks Blvd NB) = 865 } or { NBT 1368 + NBR 288 / 2 (Glenoaks Blvd NB) + SBL 33.648 / 1 (Glenoaks Blvd SB) = 862 }
Critical Volume = 865
v/c = 0.599

Pair 2 Scott Road *Permissive Lefts*
Max { SBT 148 + SBR 23 / 1 (Scott Road (All SB Movements) = 171.39 } or { NBT 208.2 + NBR* 0 / 1 (Scott Road (All NB Movements) = 208.2 }
*NBR is excluded due to channelization
Critical Volume = 208.197
v/c = 0.144

Pair 3 Peyton Ave/Eton Dr *Split Phasing*
Sum { EBL 16 + EBT 5.2575 + EBR 77 / 1 (Peyton Ave (All EB Movements) = 97.79 } and { WBL 37.854 + WBT 17.876 + WBR 27 / 1 (Eton Dr (All WB Movements) = 83 }
Split phase, sum critical volumes
Critical Volume = 181
v/c = 0.125

							Loss Time		ATSAC Credit			
V/C =	**0.599**	**+**	**0.144**	**+**	**0.125**	**+**	**0.000**	**-**	**0**	**=**	**0.868**	
LOS =		**D**										

							Loss Time		ATSAC Credit			
V/C =	0.531	+	0.144	+	0.125	+	0.000	-	0	=	0.801	
LOS =		D										

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	2	0	1! 0	0	0	2	1	0	0	0	1	1	1
Volume Module:												
Base Vol:	0	0	2	908	0	5	0	954	0	0	741	1071
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	908	0	5	0	954	0	0	741	1071
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	2	908	0	5	0	954	0	0	741	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	908	0	5	0	954	0	0	741	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	2	999	0	5	0	954	0	0	741	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.99	xxxx	0.01	0.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	1454	4339	0	22	0	4361	0	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.22	0.00	0.00	0.25	0.00
Crit Volume:			2	335			0				371	
Crit Moves:			****	****			****				****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	228	1483	77	102	736	138	150	624	103	20	470	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	1483	77	102	736	138	150	624	103	20	470	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1483	77	102	736	138	150	624	103	20	470	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1483	77	102	736	138	150	624	103	20	470	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1483	77	102	736	138	150	624	103	20	470	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.86	0.14	1.00	0.78	0.22
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1313	217	1530	1195	335
Capacity Analysis Module:												
Vol/Sat:	0.15	0.48	0.05	0.07	0.24	0.09	0.10	0.48	0.48	0.01	0.39	0.39
Crit Volume:		742			102			150			602	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100				Critical Vol./Cap.(X):				1.024						
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	180				Level Of Service:				F						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Protected				Permitted				Permitted				Permitted		
Rights:	Include				Include				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0 3	0	0	0	0	2	1 0	1	0	0	0 2	0	0	0 0 0
Volume Module:															
Base Vol:	490	1871	0	0	2224	105	33	0	404	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	490	1871	0	0	2224	105	33	0	404	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	490	1871	0	0	2224	105	33	0	404	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	490	1871	0	0	2224	105	33	0	404	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00			
FinalVolume:	490	1871	0	0	2224	105	33	0	444	0	0	0			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02			
Lanes:	1.00	3.00	0.00	0.00	2.86	0.14	1.00	0.00	2.00	0.00	0.00	0.00			
Final Sat.:	1454	4361	0	0	4164	197	1454	0	2907	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.34	0.43	0.00	0.00	0.53	0.53	0.02	0.00	0.15	0.00	0.00	0.00			
Crit Volume:	490					776			222	0					
Crit Moves:	****					****			****						

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	3 0	1	0 0	1! 0	0	1 0	0	1 0
Volume Module:												
Base Vol:	117	1337	2	3	1418	140	188	0	126	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1337	2	3	1418	140	188	0	126	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1337	2	3	1418	140	188	0	126	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1337	2	3	1418	140	188	0	126	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1337	2	3	1418	140	188	0	126	2	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	3.00	1.00	0.60	0.00	0.40	1.00	0.00	1.00
Final Sat.:	1530	3055	5	1530	4590	1530	916	0	614	1530	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.44	0.00	0.31	0.09	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:		670			3				314	2		
Crit Moves:		****			****				****	****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	N Hollywood Way						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	125	1322	33	81	1395	45	47	23	155	29	43	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1322	33	81	1395	45	47	23	155	29	43	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1322	33	81	1395	45	47	23	155	29	43	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1322	33	81	1395	45	47	23	155	29	43	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1322	33	81	1395	45	47	23	155	29	43	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.95	0.05	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2836	71	1454	4224	136	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.47	0.06	0.33	0.33	0.03	0.02	0.11	0.02	0.03	0.05
Crit Volume:	678			81					155	29		
Crit Moves:	****			****					****	****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	20	1147	91	207	1244	132	127	4	11	66	17	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1147	91	207	1244	132	127	4	11	66	17	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1147	91	207	1244	132	127	4	11	66	17	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1147	91	207	1244	132	127	4	11	66	17	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1147	91	207	1244	132	140	4	11	66	17	221
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.06	0.15	0.44	0.09	0.05	0.00	0.01	0.05	0.01	0.16
Crit Volume:		574			207			70				221
Crit Moves:		****			****			****				****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	95	1000	3	43	1512	31	116	3	67	3	27	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1000	3	43	1512	31	116	3	67	3	27	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1000	3	43	1512	31	116	3	67	3	27	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1000	3	43	1512	31	116	3	67	3	27	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1000	3	43	1512	31	116	3	67	3	27	135
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	2.94	0.06	1.00	0.04	0.96	1.00	0.17	0.83
Final Sat.:	1454	2898	9	1454	4273	88	1454	62	1391	1454	242	1211
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.03	0.35	0.35	0.08	0.05	0.05	0.00	0.11	0.11
Crit Volume:	95			514			116			162		
Crit Moves:	****			****			****			****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	119	794	90	154	798	194	181	652	87	73	720	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	794	90	154	798	194	181	652	87	73	720	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	794	90	154	798	194	181	652	87	73	720	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	794	90	154	798	194	181	652	87	73	720	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	794	90	154	798	194	181	652	87	73	720	148
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.06	0.11	0.28	0.14	0.13	0.23	0.06	0.05	0.26	0.11
Crit Volume:		397			154			181			360	
Crit Moves:		****			****			****			****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	63	751	130	106	734	96	178	585	58	145	580	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	751	130	106	734	96	178	585	58	145	580	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	751	130	106	734	96	178	585	58	145	580	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	751	130	106	734	96	178	585	58	145	580	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	751	130	106	734	96	178	585	58	145	580	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2552	253	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.09	0.08	0.26	0.07	0.13	0.23	0.23	0.10	0.21	0.06
Crit Volume:	376			106			178			290		
Crit Moves:	****			****			****			****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	148	728	225	215	713	141	141	652	112	202	644	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	728	225	215	713	141	141	652	112	202	644	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	728	225	215	713	141	141	652	112	202	644	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	728	225	215	713	141	141	652	112	202	644	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	728	225	215	713	141	141	652	112	202	644	212
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.16	0.15	0.25	0.10	0.10	0.23	0.08	0.14	0.23	0.15
Crit Volume:		364			215			326			202	
Crit Moves:		****			****			****			****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	B

Street Name:	N Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	39	741	61	69	878	116	219	425	64	125	270	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	741	61	69	878	116	219	425	64	125	270	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	741	61	69	878	116	219	425	64	125	270	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	741	61	69	878	116	219	425	64	125	270	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	741	61	69	878	116	241	425	64	125	270	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	2907	1454	1454	2907	1454	2907	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.04	0.05	0.30	0.08	0.08	0.29	0.04	0.09	0.19	0.04
Crit Volume:	39			439			425			270		
Crit Moves:	****			****			****					

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	127	382	89	101	572	167	164	457	58	76	640	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	382	89	101	572	167	164	457	58	76	640	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	382	89	101	572	167	164	457	58	76	640	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	382	89	101	572	167	164	457	58	76	640	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	382	89	111	572	167	180	457	58	76	640	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.77	0.23	1.00	3.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2489	316	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.06	0.04	0.20	0.12	0.06	0.18	0.18	0.05	0.15	0.19
Crit Volume:	127				286		90					270
Crit Moves:	****				****		****					****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	N Hollywood Way						Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	395	3	44	345	325	107	167	32	12	216	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	395	3	44	345	325	107	167	32	12	216	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	395	3	44	345	325	107	167	32	12	216	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	395	3	44	345	325	107	167	32	12	216	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	395	3	44	345	325	107	167	32	12	216	112
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.32	0.68
Final Sat.:	1454	2885	22	1454	2907	1454	1454	2440	467	1454	1914	993
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.03	0.12	0.22	0.07	0.07	0.07	0.01	0.11	0.11
Crit Volume:	36					325	107				164	
Crit Moves:	****					****	****				****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	N Hollywood Way						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	3	41	21	12	27	328	361	829	5	31	758	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	41	21	12	27	328	361	829	5	31	758	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	41	21	12	27	328	361	829	5	31	758	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	41	21	12	27	328	361	829	5	31	758	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	41	21	12	27	361	361	829	5	31	758	36
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.09	1.26	0.65	1.00	1.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	134	1834	939	1454	1454	2907	1454	4334	26	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.02	0.12	0.25	0.19	0.19	0.02	0.26	0.02
Crit Volume:	3					180	361				379	
Crit Moves:	****					****	****				****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Pass Ave						SR-134 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0	0	0 2	0	0	0 1!	0 1	0	0 0	0
Volume Module:												
Base Vol:	0	373	0	0	423	0	313	0	431	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	373	0	0	423	0	313	0	431	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	373	0	0	423	0	313	0	431	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	373	0	0	423	0	313	0	431	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	373	0	0	423	0	313	0	474	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.80	0.00	1.20	0.00	0.00	0.00
Final Sat.:	0	2850	0	0	2850	0	1133	0	1717	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.15	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Crit Volume:	0				212				394		0	
Crit Moves:	****				****				****			

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	SR-134 Ramps/N Cordova St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	0	0	0 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	463	4	51	0	0	4	5	508	130	56	581	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	4	51	0	0	4	5	508	130	56	581	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	463	4	51	0	0	4	5	508	130	56	581	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	4	51	0	0	4	5	508	130	56	581	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	4	51	0	0	4	5	508	130	56	581	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.98	0.02	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	2783	22	1403	0	0	1403	1403	2805	1403	1403	2786	19
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.00	0.00	0.00	0.00	0.18	0.09	0.04	0.21	0.21
Crit Volume:	257			0			254			56		
Crit Moves:	****			****			****			****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Street Name:	N Buena Vista St						N Glenoaks Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	223	162	75	19	154	6	15	1110	121	113	525	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	162	75	19	154	6	15	1110	121	113	525	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	162	75	19	154	6	15	1110	121	113	525	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	162	75	19	154	6	15	1110	121	113	525	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	162	75	19	154	6	15	1110	121	113	525	14
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	0.68	0.32	0.11	0.86	0.03	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	1444	987	457	153	1242	48	1444	2604	284	1444	2813	75
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.16	0.12	0.12	0.12	0.01	0.43	0.43	0.08	0.19	0.19
Crit Volume:	223					179		616		113		
Crit Moves:	****					****		****		****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	D

Street Name:	N Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	340	304	0	0	318	76	180	0	454	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	304	0	0	318	76	180	0	454	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	304	0	0	318	76	180	0	454	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	304	0	0	318	76	180	0	454	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	340	304	0	0	318	76	180	0	454	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1150	275	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.00	0.00	0.28	0.28	0.13	0.00	0.32	0.00	0.00	0.00
Crit Volume:	340				394				454		0	
Crit Moves:	****				****				****			

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	N Buena Vista St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	210	556	275	30	600	142	45	97	179	216	58	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	556	275	30	600	142	45	97	179	216	58	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	556	275	30	600	142	45	97	179	216	58	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	556	275	30	600	142	45	97	179	216	58	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	556	275	30	600	142	45	97	179	216	58	42
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.34	0.66	1.00	1.62	0.38	1.00	1.00	1.00	1.00	0.58	0.42
Final Sat.:	1375	1840	910	1375	2224	526	1375	1375	1375	1375	798	578
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.02	0.27	0.27	0.03	0.07	0.13	0.16	0.07	0.07
Crit Volume:	210					371		97		216		
Crit Moves:	****					****		****		****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	33	714	18	6	821	168	99	341	51	36	190	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	714	18	6	821	168	99	341	51	36	190	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	714	18	6	821	168	99	341	51	36	190	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	714	18	6	821	168	99	341	51	36	190	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	714	18	6	821	168	99	341	51	36	190	229
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.01	0.00	0.29	0.12	0.07	0.12	0.04	0.03	0.07	0.16
Crit Volume:	33				410		99					229
Crit Moves:	****				****		****					****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	N Buena Vista St						Thorton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	40	599	7	98	614	177	141	116	57	5	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	599	7	98	614	177	141	116	57	5	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	599	7	98	614	177	141	116	57	5	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	599	7	98	614	177	141	116	57	5	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	599	7	98	614	177	141	116	57	5	56	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.98	0.02	1.00	1.55	0.45	1.00	0.67	0.33	1.00	0.67	0.33
Final Sat.:	1530	3025	35	1530	2375	685	1530	1026	504	1530	1032	498
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.06	0.26	0.26	0.09	0.11	0.11	0.00	0.05	0.05
Crit Volume:	40					396	141					83
Crit Moves:	****					****	****					****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	N Buena Vista St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	96	423	530	62	197	12	47	232	134	470	281	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	423	530	62	197	12	47	232	134	470	281	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	423	530	62	197	12	47	232	134	470	281	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	423	530	62	197	12	47	232	134	470	281	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	106	423	530	68	197	12	52	232	134	517	281	205
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	1.89	0.11	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	2805	2805	1403	2805	2644	161	2805	2805	1403	2805	1622	1183
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.38	0.02	0.07	0.07	0.02	0.08	0.10	0.18	0.17	0.17
Crit Volume:			530	34					134	0		
Crit Moves:			****	****					****	****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	N Buena Vista St						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	184	642	91	250	582	101	147	631	117	141	630	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	642	91	250	582	101	147	631	117	141	630	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	642	91	250	582	101	147	631	117	141	630	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	642	91	250	582	101	147	631	117	141	630	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	642	91	250	582	101	147	631	117	141	630	218
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.06	0.18	0.21	0.07	0.10	0.22	0.08	0.10	0.22	0.16
Crit Volume:	321			250			147			315		
Crit Moves:	****			****			****			****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	N Buena Vista St						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	169	747	114	95	674	122	142	599	117	178	523	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	747	114	95	674	122	142	599	117	178	523	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	747	114	95	674	122	142	599	117	178	523	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	747	114	95	674	122	142	599	117	178	523	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	747	114	95	674	122	142	599	117	178	523	98
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.08	0.07	0.24	0.09	0.10	0.21	0.08	0.13	0.19	0.07
Crit Volume:	169				337			300		178		
Crit Moves:	****				****			****		****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	N Buena Vista St						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	152	693	178	172	611	146	140	714	134	134	781	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	693	178	172	611	146	140	714	134	134	781	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	693	178	172	611	146	140	714	134	134	781	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	693	178	172	611	146	140	714	134	134	781	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	693	178	172	611	146	140	714	134	134	781	127
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.12	0.22	0.10	0.10	0.25	0.10	0.10	0.28	0.09
Crit Volume:		347			172			140			391	
Crit Moves:		****			****			****			****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	N Buena Vista St						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	88	630	203	82	605	235	225	635	58	92	597	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	630	203	82	605	235	225	635	58	92	597	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	630	203	82	605	235	225	635	58	92	597	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	630	203	82	605	235	225	635	58	92	597	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	630	203	82	605	235	225	635	58	92	597	54
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	1.83	0.17
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2570	235	1403	2572	233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.14	0.06	0.22	0.17	0.16	0.25	0.25	0.07	0.23	0.23
Crit Volume:	315			82			225					326
Crit Moves:	****			****			****					****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	S Buena Vista St						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	67	488	87	182	502	61	244	631	90	138	375	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	488	87	182	502	61	244	631	90	138	375	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	488	87	182	502	61	244	631	90	138	375	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	488	87	182	502	61	244	631	90	138	375	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	67	488	87	182	502	61	268	631	90	152	375	154
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.06	0.13	0.18	0.04	0.10	0.22	0.06	0.05	0.13	0.11
Crit Volume:	244			182			316			76		
Crit Moves:	****			****			****			****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	96	508	139	47	339	360	69	312	2	38	347	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	508	139	47	339	360	69	312	2	38	347	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	508	139	47	339	360	69	312	2	38	347	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	508	139	47	339	360	69	312	2	38	347	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	508	139	47	339	396	69	312	2	38	347	73
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.38	1.62	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2159	591	1375	1903	2222	1375	2732	18	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.18	0.18	0.05	0.11	0.11	0.03	0.13	0.05
Crit Volume:	324			245			69			174		
Crit Moves:	****			****			****			****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Hollywood Way NB Off-Ramp						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	111	0	17	0	0	0	0	387	153	288	738	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	0	17	0	0	0	0	387	153	288	738	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	0	17	0	0	0	0	387	153	288	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	0	17	0	0	0	0	387	153	288	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	0	17	0	0	0	0	387	153	288	738	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.13	0.10	0.19	0.25	0.00
Crit Volume:	61				0			194		288		
Crit Moves:	****							****		****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #29

Street Name:	N Hollywood Way NB						San Fernando Rd WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	1 1	0	0 0	0 0	0	0 0	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	1393	112	0	0	0	0	0	0	0	0	483
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population:0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Plus Project Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.6]

Street Name:	N Hollywood Way SB								N San Fernando Blvd EB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Ignore					Include					Include				
Lanes:	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0	0		1356		172			0	0			195	0	0		0	
Growth Adj:	1.00	1.00	1.00	1.00		1.00		1.00			1.00	1.00			1.00	1.00	1.00		1.00	
Initial Bse:	0	0	0	0		1356		172			0	0			195	0	0		0	
User Adj:	1.00	1.00	1.00	1.00		1.00		0.00			1.00	1.00			1.00	1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00	1.00		1.00		0.00			1.00	1.00			1.00	1.00	1.00		1.00	
PHF Volume:	0	0	0	0		1356		0			0	0			195	0	0		0	
Reduct Vol:	0	0	0	0		0		0			0	0			0	0	0		0	
FinalVolume:	0	0	0	0		1356		0			0	0			195	0	0		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx		xxxx		xxxxx			xxxxx	xxxx			6.2	xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx		xxxx		xxxxx			xxxxx	xxxx			3.3	xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx		xxxx		xxxxx			xxxx	xxxx			452	xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx		xxxx		xxxxx			xxxx	xxxx			612	xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx	xxxx		xxxx		xxxxx			xxxx	xxxx			612	xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx	xxxx		xxxx		xxxx			xxxx	xxxx			0.32	xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx		xxxx		xxxxx			xxxx	xxxx			1.4	xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx		xxxx		xxxxx			xxxxx	xxxx			13.6	xxxxx	xxxx		xxxxx	
LOS by Move:	*	*	*	*		*		*			*	*			B	*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx		xxxx		xxxxx			xxxx	xxxx			xxxxx	xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx		xxxx		xxxxx			xxxxx	xxxx			xxxxx	xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx		xxxx		xxxxx			xxxxx	xxxx			xxxxx	xxxxx	xxxx		xxxxx	
Shared LOS:	*	*	*	*		*		*			*	*			*	*	*		*	
ApproachDel:	xxxxxx			xxxxxx							13.6					xxxxxx				
ApproachLOS:	*			*							B					*				

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31

Cycle (sec):	100	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	N Hollywood Way SB Ramps						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	105	0	65	0	0	0	0	457	159	50	804	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	65	0	0	0	0	457	159	50	804	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	65	0	0	0	0	457	159	50	804	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	65	0	0	0	0	457	159	50	804	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	65	0	0	0	0	457	159	50	804	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.23	0.77	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3338	1162	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.14	0.14	0.03	0.27	0.00
Crit Volume:	105				0			0			402	
Crit Moves:	****						****				****	

Cumulative Plus Project Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[12.7]

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	146	715	0	0	428	20	25	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	715	0	0	428	20	25	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	715	0	0	428	20	25	0	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	146	715	0	0	428	20	25	0	160	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	448	xxxx	xxxxx	xxxx	xxxx	xxxxx	1088	1445	224	xxxx	xxxx	xxxxx
Potent Cap.:	1123	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	133	786	xxxx	xxxx	xxxxx
Move Cap.:	1123	xxxx	xxxxx	xxxx	xxxx	xxxxx	192	116	786	xxxx	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	313	216	xxxxx	178	203	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.20	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	652	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #33

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.3]

Street Name:	Kenwood St						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	5	0	111	0	0	0	1	92	1	73	105	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	111	0	0	0	1	92	1	73	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	111	0	0	0	1	92	1	73	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	111	0	0	0	1	92	1	73	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	346	346	93	xxxx	xxxx	xxxxx	105	xxxx	xxxxx	93	xxxx	xxxxx
Potent Cap.:	655	581	970	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx	1514	xxxx	xxxxx
Move Cap.:	630	551	970	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx	1514	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.11	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	948	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project Midday

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1	0 1	0 0	0 0	0 0	0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	84	327	205	75	0	0	0	0	247	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	84	327	205	75	0	0	0	0	247	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	84	327	205	75	0	0	0	0	247	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	84	327	205	75	0	0	0	0	247	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	84	327	205	75	0	0	0	0	247	0	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.20	0.80	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	138	536	556	601	0	0	0	0	1414	-495	91
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.61	0.61	0.37	0.12	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.27
Crit Moves:		****		****								****
Delay/Veh:	0.0	15.8	15.8	12.5	9.3	0.0	0.0	0.0	0.0	11.9	12.1	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	15.8	12.5	9.3	0.0	0.0	0.0	0.0	11.9	12.1	12.1
LOS by Move:	*	C	C	B	A	*	*	*	*	B	B	B
ApproachDel:		15.8			11.7			xxxxxx			11.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		15.8			11.7			xxxxxx			11.9	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.4	1.4	1.4	0.5	0.1	0.0	0.0	0.0	0.0	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[16.6]

Street Name:	N San Fernando Blvd									Winova					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	1	0 0 0	0	0			
Volume Module:															
Base Vol:	83 347	0	0	415	110		51	0	25	0	0	0			
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	83 347	0	0	415	110		51	0	25	0	0	0			
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	83 347	0	0	415	110		51	0	25	0	0	0			
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0			
FinalVolume:	83 347	0	0	415	110		51	0	25	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	525 xxxx xxxxx	xxxx	xxxx	xxxxx			810	983	263	xxxx	xxxx	xxxxx			
Potent Cap.:	1052 xxxx xxxxx	xxxx	xxxx	xxxxx			322	251	742	xxxx	xxxx	xxxxx			
Move Cap.:	1052 xxxx xxxxx	xxxx	xxxx	xxxxx			303	231	742	xxxx	xxxx	xxxxx			
Volume/Cap:	0.08 xxxx xxxx	xxxx	xxxx	xxxx			0.17	0.00	0.03	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.3 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	0.1	xxxx	xxxx	xxxxx			
Control Del:	8.7 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*		*	*	A	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	343	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*		*	C	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			16.6			xxxxxx					
ApproachLOS:	*			*			C			*					

Note: Queue reported is the number of cars per lane.

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.076
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	N Ontario St						Winona Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	15	19	3	3	22	16	9	76	25	2	95	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	19	3	3	22	16	9	76	25	2	95	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	19	3	3	22	16	9	76	25	2	95	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	19	3	3	22	16	9	76	25	2	95	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	19	3	3	22	16	9	76	25	2	95	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.51	0.08	0.07	0.54	0.39	0.16	1.39	0.45	0.04	1.94	0.02
Final Sat.:	608	770	122	110	805	585	245	2073	682	61	2908	31
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.04	0.04	0.04	0.03	0.03	0.03
Crit Volume:	15					41	9					49
Crit Moves:	****					****	****					****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37

Cycle (sec):	100	Critical Vol./Cap.(X):	0.245
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	N Ontario St						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	79	16	8	7	31	25	6	151	69	5	158	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	16	8	7	31	25	6	151	69	5	158	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	16	8	7	31	25	6	151	69	5	158	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	16	8	7	31	25	6	151	69	5	158	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	16	8	7	31	25	6	151	69	5	158	18
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.15	0.08	0.11	0.49	0.40	1.00	0.69	0.31	1.00	0.90	0.10
Final Sat.:	1150	233	117	167	738	595	1500	1030	470	1500	1347	153
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.04	0.00	0.15	0.15	0.00	0.12	0.12
Crit Volume:	79			63			220			5		
Crit Moves:	****			****			****			****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38

Cycle (sec):	100	Critical Vol./Cap.(X):	0.196
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Ontario St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0 1	0	1	0	1	0 1 0
Volume Module:												
Base Vol:	0	0	0	70	0	33	19	297	0	1	301	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	33	19	297	0	1	301	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	33	19	297	0	1	301	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	33	19	297	0	1	301	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	33	19	297	0	1	301	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.58	0.42
Final Sat.:	0	1425	0	1425	0	1425	1425	2850	0	1425	2246	604
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.01	0.10	0.00	0.00	0.13	0.13
Crit Volume:	0			70			19					191
Crit Moves:				****			****					****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.185
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N Avon St						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1! 0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	66	0	3	34	237	0	0	217	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	66	0	3	34	237	0	0	217	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	3	34	237	0	0	217	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	3	34	237	0	0	217	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	66	0	3	34	237	0	0	217	111
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.96	0.00	0.04	1.00	2.00	0.00	0.00	1.32	0.68
Final Sat.:	0	0	0	1363	0	62	1425	2850	0	0	1886	964
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.02	0.08	0.00	0.00	0.12	0.12
Crit Volume:				0	66		34				164	
Crit Moves:					****			****			****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40

Cycle (sec):	100	Critical Vol./Cap.(X):	0.212
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	N Hollywood Way						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	83	0	215	0	189	0	0	205	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	83	0	215	0	189	0	0	205	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	83	0	215	0	189	0	0	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	0	215	0	189	0	0	205	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	83	0	215	0	189	0	0	205	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.14	0.00	0.06	0.00	0.00	0.07	0.00
Crit Volume:	0					215	0				103	
Crit Moves:						****	****				****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 unknown

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	2	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	410	0	83	0	781	772	190	1495	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	410	0	83	0	781	772	190	1495	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	410	0	83	0	781	772	190	1495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	410	0	83	0	781	772	190	1495	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	451	0	83	0	781	772	209	1495	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.06	0.00	0.27	0.54	0.07	0.52	0.00
Crit Volume:		0		226				391			748	
Crit Moves:				****							****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	180	Level Of Service:	C		

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0	1	0	0	0	0	0	2	0	2	0	0	
Volume Module:																
Base Vol:	900	10	250		0	0	0		20	1011	0		0	705	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	900	10	250		0	0	0		20	1011	0		0	705	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	900	10	250		0	0	0		20	1011	0		0	705	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	900	10	250		0	0	0		20	1011	0		0	705	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	990	10	250		0	0	0		22	1011	0		0	705	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.98	0.02	1.00		0.00	0.00	0.00		2.00	2.00	0.00		0.00	1.65	0.35	
Final Sat.:	2822	29	1425		0	0	0		2850	2850	0		0	2350	500	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.35	0.18		0.00	0.00	0.00		0.01	0.35	0.00		0.00	0.30	0.30	
Crit Volume:	500				0				506				428			
Crit Moves:	****								****							

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	360	513	256	921	432	144	134	1113	262	324	1256	887
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	513	256	921	432	144	134	1113	262	324	1256	887
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	513	256	921	432	144	134	1113	262	324	1256	887
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	513	256	921	432	144	134	1113	262	324	1256	887
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	396	513	256	1013	432	144	147	1113	262	356	1256	887
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.80	1.20	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3933	1677	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.26	0.26	0.10	0.05	0.26	0.19	0.13	0.30	0.63
Crit Volume:		257			0			74				887
Crit Moves:		****			****			****				****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	D

Street Name:	I-5 SB Off-Ramp/N Front St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	1 1	0 0	3	1 0	2 0	3	0 0
Volume Module:												
Base Vol:	166	0	77	646	24	406	0	2105	336	224	1951	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	0	77	646	24	406	0	2105	336	224	1951	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	0	77	646	24	406	0	2105	336	224	1951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	0	77	646	24	406	0	2105	336	224	1951	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	166	0	77	711	24	447	0	2105	336	246	1951	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	2.00	0.10	1.90	0.00	3.45	0.55	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2850	145	2705	0	4915	785	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.05	0.25	0.17	0.17	0.00	0.43	0.43	0.09	0.46	0.00
Crit Volume:	166			355				610		123		
Crit Moves:	****			****				****		****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	D

Street Name:	I-5 NB Off-Ramp						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 2	0	0 0	0 0	2	0	3 0	0	0 3	0 1
Volume Module:												
Base Vol:	663	0	665	0	0	0	330	1990	0	0	1899	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	663	0	665	0	0	0	330	1990	0	0	1899	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	663	0	665	0	0	0	330	1990	0	0	1899	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	663	0	665	0	0	0	330	1990	0	0	1899	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	729	0	732	0	0	0	363	1990	0	0	1899	297
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2850	0	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.13	0.47	0.00	0.00	0.44	0.21
Crit Volume:			366		0			182			633	
Crit Moves:			****					****			****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46

Cycle (sec):	100	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Airport						W Empire Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1! 0	0	1	0	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	1	1	51	66	232	1	0	424	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	1	51	66	232	1	0	424	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	1	51	66	232	1	0	424	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	1	51	66	232	1	0	424	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1	1	51	66	232	1	0	424	4
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	0.99	0.01	0.00	1.98	0.02
Final Sat.:	0	0	0	1425	14	1411	1425	1419	6	0	2823	27
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.07	0.04	0.05	0.16	0.16	0.00	0.15	0.15
Crit Volume:	0				100			66				214
Crit Moves:					****			****				****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1! 0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	21	0	432	288	538	0	0	363	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	432	288	538	0	0	363	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	21	0	432	288	538	0	0	363	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	21	0	432	288	538	0	0	363	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	21	0	475	288	538	0	0	363	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.02	1.02	1.02	1.02	0.98
Lanes:	0.00	0.00	0.00	0.08	0.00	1.92	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	118	0	2670	1394	2912	0	0	2819	89
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.21	0.18	0.00	0.00	0.13	0.13
Crit Volume:	0					248	288					188
Crit Moves:						****	****					****

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

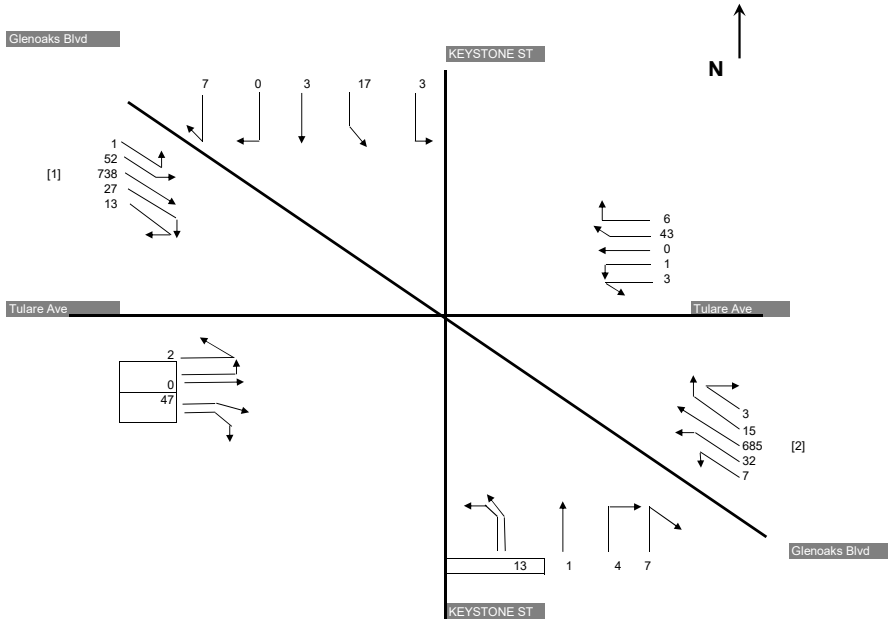
Intersection #50

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	154	Level Of Service:	D		

Street Name:	N Glenoaks Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	206	612	34	13	1289	83	27	13	361	5	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	612	34	13	1289	83	27	13	361	5	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	612	34	13	1289	83	27	13	361	5	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	612	34	13	1289	83	27	13	361	5	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	612	34	13	1289	83	27	13	361	5	1	1
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	0.03	0.97	1.00	0.50	0.50
Final Sat.:	1444	2736	152	1444	2888	1444	1444	50	1394	1444	722	722
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.01	0.45	0.06	0.02	0.26	0.26	0.00	0.00	0.00
Crit Volume:	206			645			374			5		
Crit Moves:	****			****			****			****		

Intersection 51 - Glenoaks Blvd/Keystone St/Tulare Ave

Future plus Project - Weekend Midday Peak Hour



[1] 737.884004909397 is the maxiumum SB-TH volume along Glenoaks
[2] 685 is the maxiumum NB-TH volume along Glenoaks

Capacity Per Lane
1375

pair 1 Glenoaks Blvd

Max { (SBT 738 + SBR 40)/2 + NBL 39/1 = 428 } or { (NBT/R 685 + 18)/2 + SBL 53/1 = 404 }

Glenoaks Blvd SBT and SBR | Glenoaks Blvd NBL | Glenoaks Blvd NBT and NBR | Glenoaks Blvd SBL

Critical Volume = 428 per lane
v/c = 0.311

pair 2 Keystone S

Max { (SBL 20 + SBT 3 + SBR 7)/1 + NBL 13/1 = 43 } or { (NBL 13 + NBT 1 + NBR 12)/1 + SBL 20/1 = 45 }

Keystone SBL, SBT, and SBR | Keystone NBL | Keystone NBL, NBT, and NBR | Keystone SBL

Critical Volume = 45 per lane
v/c = 0.033

pair 3 Tulare Ave

Max { (EBL 2 + EBT 0 + EBR 47)/1 + WBL 4/1 = 54 } or { (WBL 4 + WBT 0 + WBR 49)/1 + EBL 2/1 = 56 }

Tulare Ave EBL, EBT, and EBR | Tulare Ave WBL | Tulare Ave WBL, WBT, and WBR | Tulare Ave EBL

Critical Volume = 56 per lane
v/c = 0.041

						Loss Time		**ATSAC Credit**		
V/C =	**0.311**	**+**	**0.033**	**+**	**0.041**	**+**	**0.000**	**-**	**0**	**=**	**0.385**

LOS = A

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

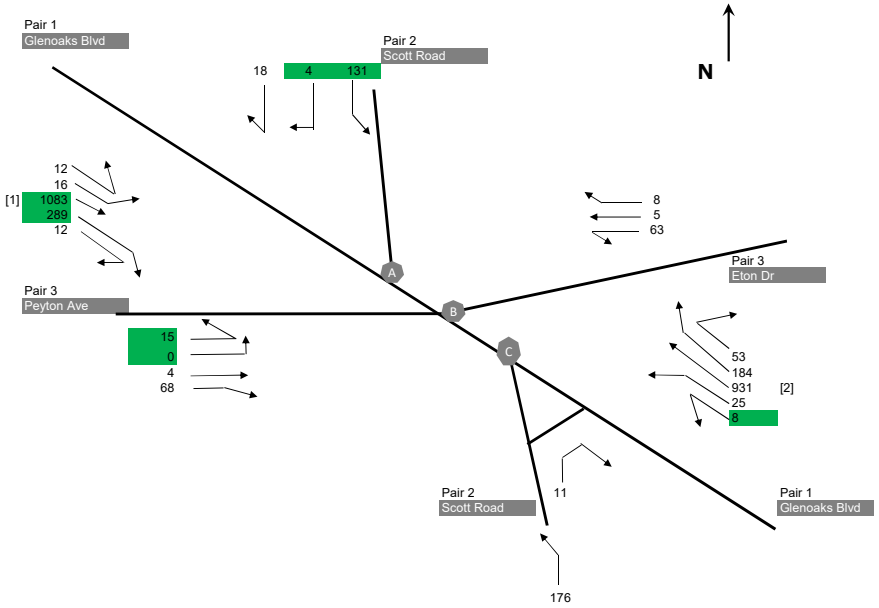
Intersection #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Winowa Ave/Irving Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	84	715	18	17	660	5	5	14	337	18	24	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	715	18	17	660	5	5	14	337	18	24	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	715	18	17	660	5	5	14	337	18	24	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	715	18	17	660	5	5	14	337	18	24	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	715	18	17	660	5	5	14	337	18	24	28
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.95	0.05	1.00	1.98	0.02	0.26	0.74	1.00	0.26	0.34	0.40
Final Sat.:	1496	2919	73	1496	2970	23	394	1103	1496	385	513	599
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.01	0.22	0.22	0.01	0.01	0.23	0.05	0.05	0.05
Crit Volume:	0			333					337	18		
Crit Moves:	****			****					****	****		

Intersection 53 - Glenoaks Blvd/Scott Road/Peyton Ave/Eton Dr

Future plus Project - Weekend Midday Peak Hour



[1] 1083.36758391235 is the maxiumum SB-TH volume along Glenoaks
A SB-TH at Scott Road (SB approach): 982
B SB-TH at Peyton Ave & Eton Dr: 1083
C SB-TH at Scott Road (NB approach): 953
[2] 931 is the maxiumum NB-TH volume along Glenoaks
A NB-TH at Scott Road (SB approach): 770
B NB-TH at Peyton Ave & Eton Dr: 931
C NB-TH at Scott Road (NB approach): 849

Capacity Per Lane
1444

Pair 1 Glenoaks Blvd (All movements A-C) *Permissive Lefts*
Max { SBT 1083.37 + SBR 301 / 2 Glenoaks Blvd SB + NBL 34 / 1 Glenoaks Blvd NB = 726 } or { NBT 931 + NBR 237 / 2 Glenoaks Blvd NB + SBL 27.339 / 1 Glenoaks Blvd SB = 611 }
Critical Volume = 726
v/c = 0.503

Pair 2 Scott Road *Permissive Lefts*
Max { SBT 131 + SBR 22 / 1 Scott Road (All SB Movements) = 153.52 } or { NBT 175.6 + NBR* 0 / 1 Scott Road (All NB Movements) = 175.6 }
*NBR is excluded due to channelization
Critical Volume = 175.601
v/c = 0.122

Pair 3 Peyton Ave/Eton Dr *Split Phasing*
Sum { EBL 15 + EBT 4.206 + EBR 68 / 1 Peyton Ave (All EB Movements) = 87.275 } and { WBL 63.09 + WBT 5.2575 + WBR 8 / 1 Eton Dr (All WB Movements) = 77 }
Split phase, sum critical volumes
Critical Volume = 164
v/c = 0.114

						Loss Time		**ATSAC Credit**		
V/C =	**0.503**	**+**	**0.122**	**+**	**0.114**	**+**	**0.000**	**-**	**0**	**=**	**0.738**
LOS =		**C**									

						Loss Time		**ATSAC Credit**		
V/C =	**0.436**	**+**	**0.122**	**+**	**0.114**	**+**	**0.000**	**-**	**0**	**=**	**0.671**
LOS =		**B**									

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Burbank Blvd						Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	2	0 1! 0	0	0	0 2	1 0	0	0 1 1 1
Volume Module:												
Base Vol:	0	0	0	812	0	11	0	688	0	0	743	871
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	812	0	11	0	688	0	0	743	871
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	812	0	11	0	688	0	0	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	812	0	11	0	688	0	0	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	893	0	11	0	688	0	0	743	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	2.96	0.01	0.03	0.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	1454	4307	0	53	0	4361	0	0	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.16	0.00	0.00	0.26	0.00
Crit Volume:	0			301			0				372	
Crit Moves:				****			****				****	

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Buenna Vista St						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	88	787	54	80	758	98	138	260	86	50	251	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	787	54	80	758	98	138	260	86	50	251	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	787	54	80	758	98	138	260	86	50	251	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	787	54	80	758	98	138	260	86	50	251	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	787	54	80	758	98	138	260	86	50	251	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.75	0.25	1.00	0.72	0.28
Final Sat.:	1530	3060	1530	1530	3060	1530	1530	1150	380	1530	1104	426
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.04	0.05	0.25	0.06	0.09	0.23	0.23	0.03	0.23	0.23
Crit Volume:	393			80			138			348		
Crit Moves:	****			****			****			****		

Cumulative Plus Project Midday

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Olive Ave						Pass Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	235	1162	0	0	993	39	21	0	297	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1162	0	0	993	39	21	0	297	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	1162	0	0	993	39	21	0	297	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	1162	0	0	993	39	21	0	297	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	235	1162	0	0	993	39	21	0	327	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1454	4361	0	0	4196	165	1454	0	2907	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.00	0.00	0.24	0.24	0.01	0.00	0.11	0.00	0.00	0.00
Crit Volume:	235				344				163	0		
Crit Moves:	****				****				****			

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
1	North-South Street:	Hollywood Way	East-West Street:	I-5 NB Ramps		
	Scenario:	Cumulative Plus Project				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	462	1	**301**	1094	1	**602**
	Left-Through		1			1	
	Through	440	1	301	711	1	602
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	886	2	**443**	355	2	**178**
	Through-Right		0			0	
	Right	152	1	152	160	1	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	498	1	**284**	239	1	**215**
	Left-Through		0			0	
	Through	0	0	0	1	0	0
	Through-Right		0			0	
	Right	69	0	284	190	0	215
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	744		*North-South:*	780
			East-West:	284		*East-West:*	215
			SUM:	1028		*SUM:*	995
	VOLUME/CAPACITY *(V/C)* RATIO:			0.721			0.698
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.621**			**0.598**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St
	Scenario:	Cumulative Plus Project		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	**33**	16	0	16
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	355	1	0	759	1	**220**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	631	1	**631**	337	1	**337**
	Left-Through		0			0	
	Through	1259	2	630	686	2	343
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	365	1	**190**	771	1	**397**
	Through-Right		1			1	
	Right	14	0	14	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	33		*North-South:*	220
			East-West:	821		*East-West:*	734
			SUM:	854		*SUM:*	954
VOLUME/CAPACITY *(V/C)* RATIO:				0.599			0.669
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.499**			**0.569**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St
	Scenario:	Cumulative Plus Project		
	Count Date:	2017	Analyst: <Fehr & Peers>	Date: 2017

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0		NB-- 0	SB--	0	
		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	105	1	**105**		114	1	114	
	Left-Through		0				0		
	Through	685	2	343		1076	2	**538**	
	Through-Right		0				0		
	Right	161	1	127		105	1	33	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	372	1	372		247	1	**247**	
	Left-Through		0				0		
	Through	1223	2	**612**		892	2	446	
	Through-Right		0				0		
	Right	121	1	62		160	1	112	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	118	1	118		96	1	**96**	
	Left-Through		0				0		
	Through	1305	2	**653**		772	2	386	
	Through-Right		0				0		
	Right	155	1	103		127	1	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	68	1	**68**		145	1	145	
	Left-Through		0				0		
	Through	548	1	364		1054	1	**705**	
	Through-Right		1				1		
	Right	180	0	180		356	0	356	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	717			*North-South:*	785	
			East-West:	721			*East-West:*	801	
			SUM:	1438			*SUM:*	1586	
VOLUME/CAPACITY *(V/C)* RATIO:				1.009				1.113	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.909**				**1.013**	
LEVEL OF SERVICE (LOS):				**E**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
49	North-South Street:	Vineland Ave	East-West Street:	Victory Blvd		
	Scenario:	Cumulative Plus Project				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	138	1	138
	Left-Through		0			0	
	Through	647	2	324	917	2	**459**
	Through-Right		0			0	
	Right	122	1	68	153	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	1	237	170	1	**170**
	Left-Through		0			0	
	Through	1159	2	**580**	820	2	410
	Through-Right		0			0	
	Right	84	1	27	120	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	118	1	**118**
	Left-Through		0			0	
	Through	1201	2	**451**	872	2	323
	Through-Right		1			1	
	Right	152	0	152	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	1	**109**	170	1	170
	Left-Through		0			0	
	Through	604	2	252	1181	2	**477**
	Through-Right		1			1	
	Right	152	0	152	250	0	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	663		North-South:	629
			East-West:	560		East-West:	595
			SUM:	1223		SUM:	1224
	VOLUME/CAPACITY (V/C) RATIO:			0.815			0.816
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.715**			**0.716**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
50	North-South Street:	Glenoaks Blvd	East-West Street:	Cohasset St		
	Scenario:	Cumulative Plus Project				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	229	1	**229**	186	1	186
	Left-Through		0			0	
	Through	632	1	337	1118	1	**583**
	Through-Right		1			1	
	Right	42	0	42	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	19	1	**19**
	Left-Through		0			0	
	Through	1163	2	**582**	718	2	359
	Through-Right		0			0	
	Right	79	1	54	49	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	1	25	93	1	93
	Left-Through		0			0	
	Through	21	0	**408**	11	0	**432**
	Through-Right		1			1	
	Right	387	0	0	421	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	**6**	52	1	**52**
	Left-Through		0			0	
	Through	2	0	6	26	0	61
	Through-Right		1			1	
	Right	4	0	0	35	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	811		*North-South:*	602
			East-West:	414		*East-West:*	484
			SUM:	1225		*SUM:*	1086
VOLUME/CAPACITY *(V/C)* RATIO:				0.891			0.790
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.791**			**0.690**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
56	Northwest-Southeast:	San Fernando Rd	East-North:	Strathern St EB/Clybourn Av
	Scenario:	Future plus Project		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	2
		EB-- 2	WB--	0	EB-- 2	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHWESTBOUND	Left	270	1	**270**	475	1	**475**
	Left-Through		0			0	
	Through	161	2	81	472	2	236
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHEASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	804	1	**482**	219	1	**175**
	Through-Right		1			1	
	Right	160	0	160	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	336	0	**426**	119	0	**167**
	Through-Right		0			0	
	Right	82	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
NORTHBOUND	Left	26	1	26	32	1	32
	Left-Through		0			0	
	Through	53	1	53	161	1	161
	Through-Right		1			1	
	Right	445	0	**445**	351	0	**351**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		Northwest-Southeast:	752		Northwest-Southeast:	650
			East-North:	871		East-North:	518
			SUM:	1623		SUM:	1168
	VOLUME/CAPACITY (V/C) RATIO:			1.180			0.849
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.080**			**0.749**
	LEVEL OF SERVICE (LOS):			**F**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
57	North-South Street:	San Fernando Rd	East-West Street:	Sunland Bl		
	Scenario:	Future plus Project				
	Count Date:	January 2018	Analyst:	<Fehr & Peers>	Date:	2018

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	48	1	**48**
	Left-Through		0			0	
	Through	860	1	**447**	934	1	475
	Through-Right		1			1	
	Right	34	0	34	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	325	1	**325**	161	1	161
	Left-Through		0			0	
	Through	989	1	523	1149	1	**620**
	Through-Right		1			1	
	Right	57	0	57	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	122	114	1	**114**
	Left-Through		0			0	
	Through	586	1	**353**	208	1	175
	Through-Right		1			1	
	Right	119	0	119	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	1	**24**	42	1	42
	Left-Through		0			0	
	Through	125	1	102	377	1	**294**
	Through-Right		1			1	
	Right	79	0	79	210	0	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	772		North-South:	668
			East-West:	377		East-West:	408
			SUM:	1149		SUM:	1076
	VOLUME/CAPACITY (V/C) RATIO:			0.836			0.783
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.736**			**0.683**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
58	North-South Street:	Vineland Av	East-West Street:	Strathern St		
	Scenario:	Future plus Project				
	Count Date:	January 2018	Analyst:	<Fehr & Peers>	Date:	2018

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	**113**	140	1	**140**
	Left-Through		0			0	
	Through	813	2	407	968	2	484
	Through-Right		0			0	
	Right	79	1	23	61	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	58	1	58
	Left-Through		0			0	
	Through	946	2	**473**	1054	2	**527**
	Through-Right		0			0	
	Right	121	1	27	230	1	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	188	178	1	**178**
	Left-Through		0			0	
	Through	384	1	**384**	160	1	160
	Through-Right		0			0	
	Right	161	1	105	137	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	**112**	75	1	75
	Left-Through		0			0	
	Through	190	1	190	256	1	**256**
	Through-Right		0			0	
	Right	67	1	32	50	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	586		North-South:	667
			East-West:	496		East-West:	434
			SUM:	1082		SUM:	1101
	VOLUME/CAPACITY (V/C) RATIO:			0.721			0.734
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.621**			**0.634**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
59	North-South Street:	Tujunga Av	East-West Street:	Vanowen St		
	Scenario:	Future plus Project				
	Count Date:	January 2018	Analyst:	<Fehr & Peers>	Date:	2018

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	105	1	105
	Left-Through		0			0	
	Through	398	1	**243**	599	1	**331**
	Through-Right		1			1	
	Right	88	0	88	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	1	**201**	145	1	**145**
	Left-Through		0			0	
	Through	623	2	312	416	2	208
	Through-Right		0			0	
	Right	128	1	76	143	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	118	1	**118**
	Left-Through		0			0	
	Through	1327	1	**721**	870	1	491
	Through-Right		1			1	
	Right	114	0	114	111	0	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	**43**	125	1	125
	Left-Through		0			0	
	Through	640	1	379	1121	1	**655**
	Through-Right		1			1	
	Right	118	0	118	188	0	188
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	444		North-South:	476
			East-West:	764		East-West:	773
			SUM:	1208		SUM:	1249
	VOLUME/CAPACITY (V/C) RATIO:			0.805			0.833
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.705**			**0.733**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
61	North-South Street:	Barham Bl	East-West Street:	Lakeside Plaza/Forest Lawn Dr
	Scenario:	Future plus Project		
	Count Date:	January 2018	Analyst: <Fehr & Peers>	Date: 2018

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 0	WB--		1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	20	1	**20**
	Left-Through		0			0	
	Through	2686	2	**1343**	1656	2	828
	Through-Right		0			0	
	Right	799	1	508	1006	1	629
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	311	1	**311**	248	1	248
	Left-Through		0			0	
	Through	1533	2	767	2285	2	**1143**
	Through-Right		0			0	
	Right	200	1	180	67	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	94	1	**94**
	Left-Through		0			0	
	Through	26	1	16	188	1	94
	Through-Right		1			1	
	Right	23	1	0	49	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	529	1	**291**	686	1	**377**
	Left-Through		1			1	
	Through	148	1	148	21	1	21
	Through-Right		0			0	
	Right	175	1	0	344	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1654		*North-South:*	1163
			East-West:	332		*East-West:*	471
			SUM:	1986		*SUM:*	1634
VOLUME/CAPACITY *(V/C)* RATIO:				1.394			1.147
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.294**			**1.047**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
1	North-South Street:	Hollywood Way	East-West Street:	I-5 NB Ramps	
	Scenario:	Cumulative Plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	791	1	**439**
	Left-Through		1	
	Through	527	1	439
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	399	2	**200**
	Through-Right		0	
	Right	104	1	104
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	313	1	**209**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	104	0	209
	Left-Through-Right		0	
	Left-Right		1	
CRITICAL VOLUMES		North-South:		639
		East-West:		209
		SUM:		848
VOLUME/CAPACITY (V/C) RATIO:				0.595
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.495**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St	
	Scenario:	Cumulative Plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

					Weekend
No. of Phases					3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	21	0	21
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	432	1	**83**
	Left-Through-Right		0	
	Left-Right		1	
EASTBOUND	Left	288	1	**288**
	Left-Through		0	
	Through	538	2	269
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	363	1	**188**
	Through-Right		1	
	Right	12	0	12
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		83
		East-West:		476
		SUM:		559
VOLUME/CAPACITY (V/C) RATIO:				0.392
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.292**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St	
	Scenario:	Cumulative Plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	0	*SB--*	0
	EB--	0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106
	Left-Through		0	
	Through	741	2	**371**
	Through-Right		0	
	Right	121	1	65
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	201	1	**201**
	Left-Through		0	
	Through	698	2	349
	Through-Right		0	
	Right	157	1	90
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	134	1	**134**
	Left-Through		0	
	Through	612	2	306
	Through-Right		0	
	Right	128	1	75
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	113	1	113
	Left-Through		0	
	Through	566	1	**383**
	Through-Right		1	
	Right	200	0	200
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		572
		East-West:		517
			SUM:	1089
VOLUME/CAPACITY *(V/C)* RATIO:				0.764
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.664**
LEVEL OF SERVICE (LOS):				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
49	North-South Street:	Vineland Ave	East-West Street:	Victory Blvd	
	Scenario:	Cumulative Plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend
No. of Phases				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	1	119
	Left-Through		0	
	Through	661	2	**331**
	Through-Right		0	
	Right	129	1	72
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	176	1	**176**
	Left-Through		0	
	Through	627	2	314
	Through-Right		0	
	Right	159	1	91
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	136	1	**136**
	Left-Through		0	
	Through	653	2	251
	Through-Right		1	
	Right	100	0	100
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	115	1	115
	Left-Through		0	
	Through	841	2	**346**
	Through-Right		1	
	Right	198	0	198
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		507
		East-West:		482
		SUM:		989
VOLUME/CAPACITY (V/C) RATIO:				0.659
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.559**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
50	North-South Street:	Glenoaks Blvd	East-West Street:	Cohasset St	
	Scenario:	Cumulative Plus Project			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

		Weekend		
No. of Phases				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	206	1	**206**
	Left-Through		0	
	Through	612	1	323
	Through-Right		1	
	Right	34	0	34
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	13	1	13
	Left-Through		0	
	Through	####	2	**645**
	Through-Right		0	
	Right	83	1	56
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	27	1	27
	Left-Through		0	
	Through	13	0	**374**
	Through-Right		1	
	Right	361	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	5	1	**5**
	Left-Through		0	
	Through	1	0	2
	Through-Right		1	
	Right	1	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		851
		East-West:		379
		SUM:		1230
VOLUME/CAPACITY (V/C) RATIO:				0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.795**
LEVEL OF SERVICE (LOS):				**C**

Version: 1i Beta; 8/4/2011

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
56	Northwest-Southeast:	San Fernando Rd	East-North:	Strathern St EB/Clybourn Av
	Scenario:	Cumulative Plus Project		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

					Weekend
No. of Phases					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		2
	EB--	2	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHWESTBOU	Left	263	1	**263**
	Left-Through		0	
	Through	221	2	111
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHEASTBOU	Left	0	0	0
	Left-Through		0	
	Through	157	1	**121**
	Through-Right		1	
	Right	85	0	85
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	7	0	7
	Left-Through		0	
	Through	91	0	**130**
	Through-Right		0	
	Right	32	0	0
	Left-Through-Right		1	
	Left-Right		0	
NORTHBOUND	Left	16	1	16
	Left-Through		0	
	Through	60	1	60
	Through-Right		1	
	Right	228	0	**228**
	Left-Through-Right		0	
	Left-Right		0	

CRITICAL VOLUMES	*Northwest-Southeast:*	384
	East-North:	358
	SUM:	742
VOLUME/CAPACITY *(V/C)* RATIO:		0.540
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.440**
LEVEL OF SERVICE (LOS):		**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
57	North-South Street:	San Fernando Rd	East-West Street:	Sunland Bl
	Scenario:	Cumulative Plus Project		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

					Weekend
No. of Phases					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46
	Left-Through		0	
	Through	831	1	**424**
	Through-Right		1	
	Right	16	0	16
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	121	1	**121**
	Left-Through		0	
	Through	930	1	493
	Through-Right		1	
	Right	56	0	56
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	114	1	**114**
	Left-Through		0	
	Through	140	1	127
	Through-Right		1	
	Right	114	0	114
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	40	1	40
	Left-Through		0	
	Through	155	1	**131**
	Through-Right		1	
	Right	106	0	106
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		545
		East-West:		245
			SUM:	790
VOLUME/CAPACITY (V/C) RATIO:				0.575
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.475**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
58	North-South Street:	Vineland Av	East-West Street:	Strathern St	
	Scenario:	Cumulative Plus Project			
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018	

					Weekend
No. of Phases					2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**
	Left-Through		0	
	Through	789	2	395
	Through-Right		0	
	Right	32	1	12
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	50	1	50
	Left-Through		0	
	Through	859	2	**430**
	Through-Right		0	
	Right	163	1	61
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	205	1	**205**
	Left-Through		0	
	Through	121	1	121
	Through-Right		0	
	Right	120	1	71
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	41	1	41
	Left-Through		0	
	Through	130	1	**130**
	Through-Right		0	
	Right	55	1	30
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		529
		East-West:		335
			SUM:	864
VOLUME/CAPACITY (V/C) RATIO:				0.576
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.476**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
59	North-South Street:	Tujunga Av	East-West Street:	Vanowen St
	Scenario:	Cumulative Plus Project		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

		Weekend			
No. of Phases					2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0
	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2
Override Capacity					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68
	Left-Through		0	
	Through	320	1	**189**
	Through-Right		1	
	Right	57	0	57
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	101	1	**101**
	Left-Through		0	
	Through	303	2	152
	Through-Right		0	
	Right	97	1	60
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	75	1	**75**
	Left-Through		0	
	Through	700	1	382
	Through-Right		1	
	Right	64	0	64
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	87	1	87
	Left-Through		0	
	Through	733	1	**422**
	Through-Right		1	
	Right	111	0	111
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		290
		East-West:		497
			SUM:	787
VOLUME/CAPACITY (V/C) RATIO:				0.525
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.425**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion		
61	North-South Street:	Barham Bl	East-West Street:	Lakeside Plaza/Forest Lawn Dr
	Scenario:	Cumulative Plus Project		
	Count Date:	Jan 2018	Analyst: <Fehr & Peers>	Date: 2018

				Weekend
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0
	EB--	0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2
	Left-Through		0	
	Through	1153	2	**577**
	Through-Right		0	
	Right	755	1	367
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	99	1	**99**
	Left-Through		0	
	Through	1176	2	588
	Through-Right		0	
	Right	11	1	7
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	9	1	**9**
	Left-Through		0	
	Through	18	1	9
	Through-Right		1	
	Right	9	1	8
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	705	1	**388**
	Left-Through		1	
	Through	6	1	6
	Through-Right		0	
	Right	190	1	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		676
		East-West:		397
			SUM:	1073
VOLUME/CAPACITY (V/C) RATIO:				0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.653**
LEVEL OF SERVICE (LOS):				**B**

Version: 1i Beta; 8/4/2011

CUMULATIVE PLUS PROJECT MITIGATION

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	234	1020	4	23	2594	244	135	0	91	5	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1020	4	23	2594	244	135	0	91	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1020	4	23	2594	244	135	0	91	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1020	4	23	2594	244	135	0	91	5	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	1020	4	23	2594	244	135	0	91	5	0	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	2907	4343	17	1454	4361	1454	1454	0	1454	1454	0	1454
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.02	0.59	0.17	0.09	0.00	0.06	0.00	0.00	0.00
Crit Volume:	129				865		135				0	
Crit Moves:	****				****		****				****	

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	53	1293	205	254	2094	133	66	8	37	126	52	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1293	205	254	2094	133	66	8	37	126	52	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1293	205	254	2094	133	66	8	37	126	52	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1293	205	254	2094	133	66	8	37	126	52	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1293	205	254	2094	133	73	8	37	126	52	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.59	0.41	1.00	2.82	0.18	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	3632	576	1403	3956	251	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.18	0.53	0.53	0.03	0.01	0.03	0.09	0.04	0.08
Crit Volume:	53			742					37	126		
Crit Moves:	****			****					****	****		

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0 1	0	1 0	1	0 1
Volume Module:												
Base Vol:	78	1319	51	116	2278	34	97	7	67	21	27	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1319	51	116	2278	34	97	7	67	21	27	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1319	51	116	2278	34	97	7	67	21	27	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1319	51	116	2278	34	97	7	67	21	27	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1319	51	116	2278	34	97	7	67	21	27	157
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.93	0.07	1.00	2.96	0.04	1.00	0.09	0.91	1.00	1.00	1.00
Final Sat.:	1454	2799	108	1454	4296	64	1454	137	1316	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.08	0.53	0.53	0.07	0.05	0.05	0.01	0.02	0.11
Crit Volume:	78			771			97					157
Crit Moves:	****			****			****					****

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	D

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	1027	90	237	1340	197	294	1014	215	92	541	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1027	90	237	1340	197	294	1014	215	92	541	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1027	90	237	1340	197	294	1014	215	92	541	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1027	90	237	1340	197	294	1014	215	92	541	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1027	90	237	1340	197	294	1014	215	92	541	157
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	4208	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.06	0.17	0.32	0.14	0.21	0.36	0.15	0.07	0.19	0.11
Crit Volume:		342			237			507			92	
Crit Moves:		****			****			****			****	

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 1	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	62	899	85	181	1430	85	174	684	71	209	512	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	899	85	181	1430	85	174	684	71	209	512	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	899	85	181	1430	85	174	684	71	209	512	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	899	85	181	1430	85	174	684	71	209	512	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	62	899	85	181	1430	85	191	684	71	230	512	77
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19	2.00	2.61	0.39
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2541	264	2805	3657	550
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.06	0.13	0.51	0.06	0.07	0.27	0.27	0.08	0.14	0.14
Crit Volume:	62			715			378			115		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	103	842	85	238	1581	118	143	612	152	172	520	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	842	85	238	1581	118	143	612	152	172	520	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	842	85	238	1581	118	143	612	152	172	520	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	842	85	238	1581	118	143	612	152	172	520	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	842	85	238	1581	118	143	612	152	172	520	121
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.06	0.17	0.56	0.08	0.10	0.22	0.11	0.12	0.19	0.09
Crit Volume:	103			791			306			172		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	106	389	89	260	1285	489	172	744	109	190	1062	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	389	89	260	1285	489	172	744	109	190	1062	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	389	89	260	1285	489	172	744	109	190	1062	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	389	89	260	1285	489	172	744	109	190	1062	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	389	89	286	1285	489	189	744	109	190	1062	363
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.74	0.26	1.00	3.00	1.00
Final Sat.:	2805	2805	1403	2805	2805	1403	2805	2447	358	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.06	0.10	0.46	0.35	0.07	0.30	0.30	0.14	0.25	0.26
Crit Volume:	58			643			427			190		
Crit Moves:	****			****			****			****		

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	62	603	72	177	907	155	83	608	84	192	654	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	603	72	177	907	155	83	608	84	192	654	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	603	72	177	907	155	83	608	84	192	654	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	603	72	177	907	155	83	608	84	192	654	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	603	72	195	907	155	83	608	84	192	654	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	1.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1454	2907	1454	2907	2483	424	1454	2907	1454	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.05	0.07	0.37	0.37	0.06	0.21	0.06	0.13	0.22	0.10
Crit Volume:	62					531		304		192		
Crit Moves:	****					****		****		****		

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	544	948	341	183	395	404	99	803	2	26	383	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	948	341	183	395	404	99	803	2	26	383	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	948	341	183	395	404	99	803	2	26	383	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	948	341	183	395	404	99	803	2	26	383	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	544	948	341	183	395	444	99	803	2	26	383	66
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.41	1.59	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	1941	2184	1375	2743	7	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.40	0.34	0.25	0.13	0.20	0.20	0.07	0.29	0.29	0.02	0.14	0.05
Crit Volume:	544					280		403		26		
Crit Moves:	****					****		****		****		

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	2	1 0	0 0	0	0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	2533	368	0	0	336	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	2533	368	0	0	336	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	2533	368	0	0	336	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	2533	368	0	0	336	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	0	0	0	2533	368	0	0	370	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.62	0.38	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	3929	571	0	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.12	0.00	0.00	0.00
Crit Volume:	0					967			185	0		
Crit Moves:						****			****			

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	271	329	0	0	1185	63	13	0	148	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	329	0	0	1185	63	13	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	329	0	0	1185	63	13	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	329	0	0	1185	63	13	0	148	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	329	0	0	1185	63	13	0	148	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	0.08	0.00	0.92	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	2849	151	121	0	1379	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.00	0.00	0.42	0.42	0.11	0.00	0.11	0.00	0.00	0.00
Crit Volume:	271				624				161	0		
Crit Moves:	****				****				****			

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	171	263	347	125	0	0	0	0	430	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	171	263	347	125	0	0	0	0	430	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	171	263	347	125	0	0	0	0	430	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	171	263	347	125	0	0	0	0	430	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	171	263	347	125	0	0	0	0	473	0	48
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.39	0.61	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	591	909	1500	1500	0	0	0	0	2724	0	276
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.23	0.08	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:	434			347					0	260		
Crit Moves:	****			****						****		

Cumulative Plus Project AM Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	2 0	2	0 0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	33	0	355	631	1259	0	0	365	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	355	631	1259	0	0	365	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	355	631	1259	0	0	365	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	355	631	1259	0	0	365	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	0	391	694	1259	0	0	365	14
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1.16	1.16	1.16	1.16	0.84
Lanes:	0.00	0.00	0.00	0.16	0.00	1.84	2.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	186	0	2196	2381	3319	0	0	3196	88
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.29	0.38	0.00	0.00	0.11	0.16
Crit Volume:	0					212	347					190
Crit Moves:						****	****					****

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	125	2196	2	6	1330	147	357	0	243	13	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	2196	2	6	1330	147	357	0	243	13	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	2196	2	6	1330	147	357	0	243	13	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	2196	2	6	1330	147	357	0	243	13	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	2196	2	6	1330	147	357	0	243	13	0	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	2907	4357	4	1454	4361	1454	1454	0	1454	1454	0	1454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.00	0.31	0.10	0.25	0.00	0.17	0.01	0.00	0.01
Crit Volume:		733			6			357				16
Crit Moves:		****			****			****				****

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	C

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	20	1683	111	146	1681	41	97	9	12	191	78	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1683	111	146	1681	41	97	9	12	191	78	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1683	111	146	1681	41	97	9	12	191	78	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1683	111	146	1681	41	97	9	12	191	78	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1683	111	146	1681	41	107	9	12	191	78	293
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.81	0.19	1.00	2.93	0.07	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	3947	260	1403	4107	100	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.10	0.41	0.41	0.04	0.01	0.01	0.14	0.06	0.21
Crit Volume:	598			146			53					293
Crit Moves:	****			****			****					****

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	99	1550	30	64	2053	40	117	6	82	66	30	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1550	30	64	2053	40	117	6	82	66	30	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1550	30	64	2053	40	117	6	82	66	30	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1550	30	64	2053	40	117	6	82	66	30	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1550	30	64	2053	40	117	6	82	66	30	185
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.96	0.04	1.00	2.94	0.06	1.00	0.07	0.93	1.00	1.00	1.00
Final Sat.:	1454	2852	55	1454	4277	83	1454	99	1354	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.54	0.04	0.48	0.48	0.08	0.06	0.06	0.05	0.02	0.13
Crit Volume:		790		64			117					185
Crit Moves:		****		****			****					****

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.949
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	197	1212	94	216	1111	403	247	826	103	84	927	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1212	94	216	1111	403	247	826	103	84	927	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1212	94	216	1111	403	247	826	103	84	927	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1212	94	216	1111	403	247	826	103	84	927	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	1212	94	216	1111	403	247	826	103	84	927	156
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	4208	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.07	0.15	0.26	0.29	0.18	0.29	0.07	0.06	0.33	0.11
Crit Volume:		404			216			247			464	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 1	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	102	1203	138	148	933	158	184	761	36	164	791	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1203	138	148	933	158	184	761	36	164	791	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1203	138	148	933	158	184	761	36	164	791	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1203	138	148	933	158	184	761	36	164	791	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	102	1203	138	148	933	158	202	761	36	180	791	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09	2.00	2.62	0.38
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2678	127	2805	3677	530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.10	0.11	0.33	0.11	0.07	0.28	0.28	0.06	0.22	0.22
Crit Volume:		602			148			399			90	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	185	1223	162	208	843	202	172	760	110	153	879	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1223	162	208	843	202	172	760	110	153	879	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1223	162	208	843	202	172	760	110	153	879	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1223	162	208	843	202	172	760	110	153	879	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1223	162	208	843	202	172	760	110	153	879	201
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.12	0.15	0.30	0.14	0.12	0.27	0.08	0.11	0.31	0.14
Crit Volume:		408			208			172			439	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	D

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	364	866	431	142	553	381	224	1054	99	52	1248	549
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	866	431	142	553	381	224	1054	99	52	1248	549
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	866	431	142	553	381	224	1054	99	52	1248	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	866	431	142	553	381	224	1054	99	52	1248	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	866	431	156	553	381	246	1054	99	52	1248	549
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.83	0.17	1.00	3.00	1.00
Final Sat.:	2805	2805	1403	2805	2805	1403	2805	2564	241	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.06	0.20	0.27	0.09	0.41	0.41	0.04	0.30	0.39
Crit Volume:		433			78			123				549
Crit Moves:		****			****			****				****

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	67	968	105	215	686	139	125	766	67	135	489	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	968	105	215	686	139	125	766	67	135	489	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	968	105	215	686	139	125	766	67	135	489	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	968	105	215	686	139	125	766	67	135	489	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	968	105	237	686	139	125	766	67	135	489	351
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1454	2907	1454	2907	2417	490	1454	2907	1454	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.07	0.08	0.28	0.28	0.09	0.26	0.05	0.09	0.17	0.24
Crit Volume:		484		118				383		135		
Crit Moves:		****		****				****		****		

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	114	669	75	116	414	530	110	924	1	91	898	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	669	75	116	414	530	110	924	1	91	898	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	669	75	116	414	530	110	924	1	91	898	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	669	75	116	414	530	110	924	1	91	898	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	669	75	116	414	583	110	924	1	91	898	244
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.25	1.75	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	1713	2412	1375	2747	3	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.05	0.08	0.24	0.24	0.08	0.34	0.34	0.07	0.33	0.18
Crit Volume:	335					332	110				449	
Crit Moves:	****					****	****				****	

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	1222	182	0	0	265	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1222	182	0	0	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1222	182	0	0	265	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1222	182	0	0	265	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1222	182	0	0	292	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.61	0.39	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	3917	583	0	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.10	0.00	0.00	0.00
Crit Volume:	0					468			146	0		
Crit Moves:						****			****			

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1	1 0	0 0	1! 0	0	0 0	0	0 0
Volume Module:												
Base Vol:	163	736	0	0	550	24	75	0	342	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	736	0	0	550	24	75	0	342	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	736	0	0	550	24	75	0	342	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	736	0	0	550	24	75	0	342	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	736	0	0	550	24	75	0	342	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.92	0.08	0.18	0.00	0.82	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	2875	125	270	0	1230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.00	0.00	0.19	0.19	0.28	0.00	0.28	0.00	0.00	0.00
Crit Volume:	163					287			417	0		
Crit Moves:	****					****			****			

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	127	511	314	126	0	0	0	0	406	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	511	314	126	0	0	0	0	406	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	127	511	314	126	0	0	0	0	406	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	127	511	314	126	0	0	0	0	406	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	127	511	314	126	0	0	0	0	447	0	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.20	0.80	1.00	1.00	0.00	0.00	0.00	0.00	1.84	0.00	0.16
Final Sat.:	0	299	1201	1500	1500	0	0	0	0	2759	0	241
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.21	0.08	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Volume:		638		314					0	243		
Crit Moves:		****		****						****		

Cumulative Plus Project PM Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	2 0	2	0 0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	16	0	759	337	686	0	0	771	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	759	337	686	0	0	771	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	759	337	686	0	0	771	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	759	337	686	0	0	771	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	0	835	371	686	0	0	771	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.08	1.08	1.08	1.08	0.92
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	2.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	49	0	2582	2631	3069	0	0	2980	76
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.14	0.22	0.00	0.00	0.26	0.30
Crit Volume:	0					425	185					397
Crit Moves:						****	****					****

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	N Hollywood Way						Tulare Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	117	1337	2	3	1418	140	188	0	126	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1337	2	3	1418	140	188	0	126	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1337	2	3	1418	140	188	0	126	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1337	2	3	1418	140	188	0	126	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1337	2	3	1418	140	188	0	126	2	0	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	2907	4354	7	1454	4361	1454	1454	0	1454	1454	0	1454
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.00	0.33	0.10	0.13	0.00	0.09	0.00	0.00	0.00
Crit Volume:	64				473		188				0	
Crit Moves:	****				****		****				****	

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	N Hollywood Way						Thornton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	20	1147	91	207	1244	132	127	4	11	66	17	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1147	91	207	1244	132	127	4	11	66	17	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1147	91	207	1244	132	127	4	11	66	17	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1147	91	207	1244	132	127	4	11	66	17	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1147	91	207	1244	132	140	4	11	66	17	221
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.78	0.22	1.00	2.71	0.29	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	3898	309	1403	3804	404	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.15	0.33	0.33	0.05	0.00	0.01	0.05	0.01	0.16
Crit Volume:	413			207			70					221
Crit Moves:	****			****			****					****

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	N Hollywood Way						N Avon St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0 1	0	1 0	1	0 1
Volume Module:												
Base Vol:	95	1000	3	43	1512	31	116	3	67	3	27	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1000	3	43	1512	31	116	3	67	3	27	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1000	3	43	1512	31	116	3	67	3	27	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1000	3	43	1512	31	116	3	67	3	27	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1000	3	43	1512	31	116	3	67	3	27	135
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	1.99	0.01	1.00	2.94	0.06	1.00	0.04	0.96	1.00	1.00	1.00
Final Sat.:	1454	2898	9	1454	4273	88	1454	62	1391	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.03	0.35	0.35	0.08	0.05	0.05	0.00	0.02	0.09
Crit Volume:	95			514			116					135
Crit Moves:	****			****			****					****

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Street Name:	N Hollywood Way						W Victory Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	119	794	90	154	798	194	181	652	87	73	720	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	794	90	154	798	194	181	652	87	73	720	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	794	90	154	798	194	181	652	87	73	720	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	794	90	154	798	194	181	652	87	73	720	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	794	90	154	798	194	181	652	87	73	720	148
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	4208	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.06	0.11	0.19	0.14	0.13	0.23	0.06	0.05	0.26	0.11
Crit Volume:		265			154			181			360	
Crit Moves:		****			****			****			****	

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	N Hollywood Way						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	63	751	130	106	734	96	178	585	58	145	580	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	751	130	106	734	96	178	585	58	145	580	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	751	130	106	734	96	178	585	58	145	580	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	751	130	106	734	96	178	585	58	145	580	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	63	751	130	106	734	96	196	585	58	160	580	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.82	0.18	2.00	2.60	0.40
Final Sat.:	1403	2805	1403	1403	2805	1403	2805	2552	253	2805	3653	554
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.09	0.08	0.26	0.07	0.07	0.23	0.23	0.06	0.16	0.16
Crit Volume:		376			106			322			80	
Crit Moves:		****			****			****			****	

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	N Hollywood Way						Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	148	728	225	215	713	141	141	652	112	202	644	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	728	225	215	713	141	141	652	112	202	644	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	728	225	215	713	141	141	652	112	202	644	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	728	225	215	713	141	141	652	112	202	644	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	728	225	215	713	141	141	652	112	202	644	212
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	4208	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.16	0.15	0.25	0.10	0.10	0.23	0.08	0.14	0.23	0.15
Crit Volume:	148				357			326		202		
Crit Moves:	****				****			****		****		

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	N Hollywood Way						W Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1	1 0	1 0	3 0	1
Volume Module:												
Base Vol:	127	382	89	101	572	167	164	457	58	76	640	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	382	89	101	572	167	164	457	58	76	640	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	382	89	101	572	167	164	457	58	76	640	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	382	89	101	572	167	164	457	58	76	640	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	382	89	111	572	167	180	457	58	76	640	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.77	0.23	1.00	3.00	1.00
Final Sat.:	2805	2805	1403	2805	2805	1403	2805	2489	316	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.06	0.04	0.20	0.12	0.06	0.18	0.18	0.05	0.15	0.19
Crit Volume:	70				286		90					270
Crit Moves:	****				****		****					****

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	N Buena Vista St						N San Fernando Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	33	714	18	6	821	168	99	341	51	36	190	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	714	18	6	821	168	99	341	51	36	190	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	714	18	6	821	168	99	341	51	36	190	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	714	18	6	821	168	99	341	51	36	190	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	714	18	7	821	168	99	341	51	36	190	229
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1454	2907	1454	2907	2413	494	1454	2907	1454	1454	2907	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.01	0.00	0.34	0.34	0.07	0.12	0.04	0.02	0.07	0.16
Crit Volume:	33				495			171		36		
Crit Moves:	****				****			****		****		

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	S Buena Vista St						SR-134 WB Ramps/Riverside Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	96	508	139	47	339	360	69	312	2	38	347	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	508	139	47	339	360	69	312	2	38	347	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	508	139	47	339	360	69	312	2	38	347	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	508	139	47	339	360	69	312	2	38	347	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	508	139	47	339	396	69	312	2	38	347	73
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.38	1.62	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	1903	2222	1375	2732	18	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.10	0.03	0.18	0.18	0.05	0.11	0.11	0.03	0.13	0.05
Crit Volume:		254			245			69			174	
Crit Moves:		****			****			****			****	

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	N Hollywood Way SB						N San Fernando Blvd EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	1356	172	0	0	195	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1356	172	0	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1356	172	0	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1356	172	0	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1356	172	0	0	215	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.66	0.34	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	3993	507	0	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.07	0.00	0.00	0.00
Crit Volume:	0					509			107	0		
Crit Moves:						****			****			

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N San Fernando Blvd						Cohasset St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1	1 0	0 0	1! 0	0	0 0	0	0 0
Volume Module:												
Base Vol:	146	715	0	0	428	20	25	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	715	0	0	428	20	25	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	715	0	0	428	20	25	0	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	715	0	0	428	20	25	0	160	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	715	0	0	428	20	25	0	160	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.14	0.00	0.86	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	2866	134	203	0	1297	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.00	0.00	0.15	0.15	0.12	0.00	0.12	0.00	0.00	0.00
Crit Volume:	146					224			185	0		
Crit Moves:	****					****			****			

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	San Fernando Blvd						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	84	327	205	75	0	0	0	0	247	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	84	327	205	75	0	0	0	0	247	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	84	327	205	75	0	0	0	0	247	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	84	327	205	75	0	0	0	0	247	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	84	327	205	75	0	0	0	0	272	0	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.20	0.80	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	307	1193	1500	1500	0	0	0	0	2747	0	253
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.14	0.05	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Volume:	411			205			0			148		
Crit Moves:	****			****						****		

Cumulative Plus Project Midday Mitigation

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Clybourn Ave						Vanowen St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	2 0	2	0 0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	21	0	432	288	538	0	0	363	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	432	288	538	0	0	363	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	21	0	432	288	538	0	0	363	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	21	0	432	288	538	0	0	363	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	21	0	475	317	538	0	0	363	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.02	1.02	1.02	1.02	0.98
Lanes:	0.00	0.00	0.00	0.08	0.00	1.92	2.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	118	0	2670	2788	2912	0	0	2819	89
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.11	0.18	0.00	0.00	0.13	0.13
Crit Volume:	0					248	158					188
Crit Moves:						****	****					****

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St		
	Scenario:	Cumulative Plus Project Mitigation				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	0	**33**	16	0	16
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	355	1	21	759	1	**296**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	631	2	347	337	2	**185**
	Left-Through		0			0	
	Through	1259	2	**630**	686	2	343
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	365	1	190	771	1	**397**
	Through-Right		1			1	
	Right	14	0	14	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	33		*North-South:*	296
			East-West:	630		*East-West:*	582
			SUM:	663		*SUM:*	878
VOLUME/CAPACITY *(V/C)* RATIO:				0.465			0.616
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.365**			**0.516**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion				
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St		
	Scenario:	Cumulative Plus Project Mitigation				
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date:	2017

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	114	1	114
	Left-Through		0			0	
	Through	685	2	343	1076	2	**538**
	Through-Right		0			0	
	Right	161	1	127	105	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	372	1	372	247	1	**247**
	Left-Through		0			0	
	Through	1223	2	**612**	892	2	446
	Through-Right		0			0	
	Right	121	1	62	160	1	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	96	1	**96**
	Left-Through		0			0	
	Through	1305	2	**487**	772	2	300
	Through-Right		1			1	
	Right	155	0	155	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	**68**	145	1	145
	Left-Through		0			0	
	Through	548	2	274	1054	2	**527**
	Through-Right		0			0	
	Right	180	1	0	356	1	233
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	717		North-South:	785
			East-West:	555		East-West:	623
			SUM:	1272		SUM:	1408
	VOLUME/CAPACITY (V/C) RATIO:			0.893			0.988
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.793**			**0.888**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:					
56	**PROJECT TITLE:**	Avion			
	Northwest-Southeast:	San Fernando Rd	**East-North:**	Strathern St EB/Clybourn Av	
	Scenario:	Future plus Project with Mitigations			
	Count Date:	January 2018	**Analyst:**	<Fehr & Peers>	**Date:** 2018

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	2
		EB-- 2	WB--	0	EB-- 2	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHWESTBOUND	Left	270	2	**149**	475	2	**261**
	Left-Through		0			0	
	Through	161	2	81	472	2	236
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHEASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	804	1	**482**	219	1	**175**
	Through-Right		1			1	
	Right	160	0	160	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	0	8	7	0	7
	Left-Through		0			0	
	Through	336	0	**426**	119	0	**167**
	Through-Right		0			0	
	Right	82	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
NORTHBOUND	Left	26	1	26	32	1	32
	Left-Through		0			0	
	Through	53	1	53	161	1	161
	Through-Right		1			1	
	Right	445	0	**445**	351	0	**351**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*Northwest-Southeast:*	631		*Northwest-Southeast:*	436
			East-North:	871		*East-North:*	518
			SUM:	1502		*SUM:*	954
	VOLUME/CAPACITY *(V/C)* RATIO:			1.092			0.694
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.992**			**0.594**
	LEVEL OF SERVICE (LOS):			**E**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
47	North-South Street:	Clybourn Ave	East-West Street:	Vanowen St	
	Scenario:	Cumulative Plus Project Mitigation			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--*	0	*SB--*	0
	EB--	0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	21	0	21
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	432	1	**148**
	Left-Through-Right		0	
	Left-Right		1	
EASTBOUND	Left	288	2	**158**
	Left-Through		0	
	Through	538	2	269
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	363	1	**188**
	Through-Right		1	
	Right	12	0	12
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		148
		East-West:		346
			SUM:	494
VOLUME/CAPACITY *(V/C)* RATIO:				0.347
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.247**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
48	North-South Street:	Vineland Ave	East-West Street:	Vanowen St	
	Scenario:	Cumulative Plus Project Mitigation			
	Count Date:	2017	Analyst:	<Fehr & Peers>	Date: 2017

				Weekend
No. of Phases				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0
	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106
	Left-Through		0	
	Through	741	2	**371**
	Through-Right		0	
	Right	121	1	65
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	201	1	**201**
	Left-Through		0	
	Through	698	2	349
	Through-Right		0	
	Right	157	1	90
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	134	1	**134**
	Left-Through		0	
	Through	612	2	247
	Through-Right		1	
	Right	128	0	128
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	113	1	113
	Left-Through		0	
	Through	566	2	**283**
	Through-Right		0	
	Right	200	1	100
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		North-South:		572
		East-West:		417
		SUM:		989
VOLUME/CAPACITY (V/C) RATIO:				0.694
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.594**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	Avion			
56	Northwest-Southeast:	San Fernando Rd	East-North:	Strathern St EB/Clybourn Av	
	Scenario:	Cumulative Plus Project with Mitigation			
	Count Date:	Jan 2018	Analyst:	<Fehr & Peers>	Date: 2018

						Weekend
No. of Phases						4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	2		
	EB--	2	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?						2
Override Capacity						0

	MOVEMENT	Volume	No. of Lanes	Lane Volume
NORTHWESTBOUND	Left	263	2	**145**
	Left-Through		0	
	Through	221	2	111
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHEASTBOUND	Left	0	0	0
	Left-Through		0	
	Through	157	1	**121**
	Through-Right		1	
	Right	85	0	85
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	7	0	7
	Left-Through		0	
	Through	91	0	**130**
	Through-Right		0	
	Right	32	0	0
	Left-Through-Right		1	
	Left-Right		0	
NORTHBOUND	Left	16	1	16
	Left-Through		0	
	Through	60	1	60
	Through-Right		1	
	Right	228	0	**228**
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			Northwest-Southeast:	266
			East-North:	358
			SUM:	624
VOLUME/CAPACITY (V/C) RATIO:				0.454
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.354**
LEVEL OF SERVICE (LOS):				**A**

Version: 1i Beta; 8/4/2011

CITY OF BURABNK INTERSECTIONS WITH FEASIBLE MITIGATIONS
HCM LEVEL OF SERVICE WORKSHEETS

EXISTING

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	5	0	3	2	938	4	22	2280	1
Future Volume (veh/h)	1	0	3	5	0	3	2	938	4	22	2280	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	0	3	5	0	3	2	1020	4	24	2478	1
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	3	32	100	0	43	163	3185	12	517	4625	2
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.03	0.88	0.88	0.88	0.88	0.88	0.88
Sat Flow, veh/h	270	122	1176	1408	0	1583	133	3616	14	548	5250	2
Grp Volume(v), veh/h	4	0	0	5	0	3	2	499	525	24	1600	879
Grp Sat Flow(s),veh/h/ln	1568	0	0	1408	0	1583	133	1770	1860	548	1695	1862
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.2	0.4	5.6	5.6	0.9	12.8	12.8
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.3	0.0	0.2	13.2	5.6	5.6	6.5	12.8	12.8
Prop In Lane	0.25		0.75	1.00		1.00	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	81	0	0	100	0	43	163	1559	1639	517	2986	1640
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.07	0.01	0.32	0.32	0.05	0.54	0.54
Avail Cap(c_a), veh/h	550	0	0	530	0	528	163	1559	1639	517	2986	1640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	0.0	0.0	56.9	0.0	56.9	3.1	1.2	1.2	1.7	1.6	1.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.7	0.1	0.5	0.5	0.2	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.1	0.0	2.9	3.0	0.2	6.1	6.9
LnGrp Delay(d),s/veh	57.1	0.0	0.0	57.1	0.0	57.5	3.2	1.7	1.7	1.9	2.3	2.9
LnGrp LOS	E			E		E	A	A	A	A	A	A
Approach Vol, veh/h		4			8			1026			2503	
Approach Delay, s/veh		57.1			57.3			1.7			2.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		111.7		8.3		111.7		8.3
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s		69.0		40.0		69.0		40.0
Max Q Clear Time (g_c+I1), s		14.8		2.3		15.2		2.3
Green Ext Time (p_c), s		51.8		0.0		51.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	24	45	1	44	30	913	88	250	1978	39
Future Volume (veh/h)	7	1	24	45	1	44	30	913	88	250	1978	39
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	8	1	26	49	1	48	33	992	96	272	2150	42
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	104	88	136	99	88	216	2531	245	494	4114	80
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.78	0.78	0.05	0.80	0.80
Sat Flow, veh/h	1351	1863	1583	1378	1770	1583	1774	3261	316	1774	5135	100
Grp Volume(v), veh/h	8	1	26	49	1	48	33	538	550	272	1418	774
Grp Sat Flow(s),veh/h/ln	1351	1863	1583	1378	1770	1583	1774	1770	1807	1774	1695	1845
Q Serve(g_s), s	0.7	0.1	1.9	4.2	0.1	3.5	0.5	11.7	11.8	3.7	17.2	17.2
Cycle Q Clear(g_c), s	4.2	0.1	1.9	4.2	0.1	3.5	0.5	11.7	11.8	3.7	17.2	17.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.05
Lane Grp Cap(c), veh/h	95	104	88	136	99	88	216	1373	1402	494	2716	1478
V/C Ratio(X)	0.08	0.01	0.29	0.36	0.01	0.54	0.15	0.39	0.39	0.55	0.52	0.52
Avail Cap(c_a), veh/h	476	629	534	524	597	534	265	1373	1402	499	2716	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	53.5	54.4	55.5	53.5	55.2	3.5	4.3	4.3	3.4	4.1	4.1
Incr Delay (d2), s/veh	0.4	0.0	1.8	1.6	0.0	5.1	0.3	0.8	0.8	1.3	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.9	1.7	0.0	1.7	0.2	6.0	6.1	2.1	8.2	9.1
LnGrp Delay(d),s/veh	57.6	53.6	56.2	57.1	53.6	60.3	3.8	5.2	5.2	4.7	4.8	5.4
LnGrp LOS	E	D	E	E	D	E	A	A	A	A	A	A
Approach Vol, veh/h		35			98			1121			2464	
Approach Delay, s/veh		56.5			58.6			5.1			5.0	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	102.1		11.2	9.7	99.1		11.2
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	2.5	19.2		6.2	5.7	13.8		6.2
Green Ext Time (p_c), s	0.0	34.6		0.5	0.0	38.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	45	152	120	77	37	106	834	195	104	1676	234
Future Volume (veh/h)	170	45	152	120	77	37	106	834	195	104	1676	234
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	185	49	165	130	84	40	115	907	212	113	1822	254
Adj No. of Lanes	2	1	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	208	177	165	260	117	168	2404	1076	345	2127	951
Arrive On Green	0.07	0.11	0.11	0.06	0.11	0.11	0.04	0.68	0.68	0.60	0.60	0.60
Sat Flow, veh/h	3442	1863	1583	1774	2377	1067	1774	3539	1583	501	3539	1583
Grp Volume(v), veh/h	185	49	165	130	61	63	115	907	212	113	1822	254
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1674	1774	1770	1583	501	1770	1583
Q Serve(g_s), s	6.3	2.9	10.6	4.5	3.8	4.2	2.8	13.3	5.9	15.1	50.8	9.2
Cycle Q Clear(g_c), s	6.3	2.9	10.6	4.5	3.8	4.2	2.8	13.3	5.9	18.9	50.8	9.2
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	208	177	165	194	183	168	2404	1076	345	2127	951
V/C Ratio(X)	0.73	0.24	0.93	0.79	0.32	0.34	0.68	0.38	0.20	0.33	0.86	0.27
Avail Cap(c_a), veh/h	731	621	528	290	442	419	324	2404	1076	345	2127	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	48.6	38.7	54.2	49.3	49.4	27.1	8.3	7.1	14.4	19.7	11.4
Incr Delay (d2), s/veh	4.0	0.6	18.9	8.0	0.9	1.1	4.9	0.5	0.4	2.5	4.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.5	5.6	4.6	1.9	2.0	2.6	6.6	2.7	2.3	25.9	4.1
LnGrp Delay(d),s/veh	58.5	49.2	57.5	62.2	50.2	50.5	32.0	8.7	7.5	16.9	24.4	12.1
LnGrp LOS	E	D	E	E	D	D	C	A	A	B	C	B
Approach Vol, veh/h		399			254			1234			2189	
Approach Delay, s/veh		56.9			56.4			10.7			22.6	
Approach LOS		E			E			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	9.4	78.1	13.3	19.2		87.5	13.1	19.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	4.8	52.8	8.3	6.2		15.3	6.5	12.6
Green Ext Time (p_c), s	0.2	0.0	0.5	1.0		29.4	0.7	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	24.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	251	0	0	2060	209
Future Volume (Veh/h)	0	251	0	0	2060	209
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	273	0	0	2239	227
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2352	860	2239			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2352	860	2239			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	9	100			
cM capacity (veh/h)	30	299	228			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	273	0	0	896	896	675
Volume Left	0	0	0	0	0	0
Volume Right	273	0	0	0	0	227
cSH	299	1700	1700	1700	1700	1700
Volume to Capacity	0.91	0.00	0.00	0.53	0.53	0.40
Queue Length 95th (ft)	215	0	0	0	0	0
Control Delay (s)	70.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	F					
Approach Delay (s)	70.2	0.0		0.0		
Approach LOS	F					

Intersection Summary				
Average Delay	7.0			
Intersection Capacity Utilization	66.7%	ICU Level of Service		C
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	409	46	142	217	327	118
Future Volume (vph)	409	46	142	217	327	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	445	50	154	236	355	128

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	297	198	390	355	128
Volume Left (vph)	297	148	0	355	0
Volume Right (vph)	0	50	236	0	0
Hadj (s)	0.53	0.23	-0.33	0.53	0.03
Departure Headway (s)	7.6	7.3	6.4	7.4	6.9
Degree Utilization, x	0.62	0.40	0.69	0.73	0.24
Capacity (veh/h)	451	479	547	471	507
Control Delay (s)	21.2	13.9	22.4	26.6	10.9
Approach Delay (s)	18.2		22.4	22.5	
Approach LOS	C		C	C	

Intersection Summary			
Delay	20.9		
Level of Service	C		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	12	0	15	1	1970	2	6	1172	1
Future Volume (veh/h)	1	0	0	12	0	15	1	1970	2	6	1172	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	0	0	13	0	16	1	2141	2	7	1274	1
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	0	0	138	0	83	410	3105	3	181	4491	4
Arrive On Green	0.05	0.00	0.00	0.05	0.00	0.05	0.86	0.86	0.86	0.86	0.86	0.86
Sat Flow, veh/h	1136	0	0	1412	0	1583	432	3628	3	186	5248	4
Grp Volume(v), veh/h	1	0	0	13	0	16	1	1044	1099	7	823	452
Grp Sat Flow(s),veh/h/ln	1136	0	0	1412	0	1583	432	1770	1862	186	1695	1862
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	1.2	0.1	24.9	24.9	1.7	5.6	5.6
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.8	0.0	1.2	5.6	24.9	24.9	26.6	5.6	5.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	120	0	0	138	0	83	410	1514	1593	181	2901	1593
V/C Ratio(X)	0.01	0.00	0.00	0.09	0.00	0.19	0.00	0.69	0.69	0.04	0.28	0.28
Avail Cap(c_a), veh/h	510	0	0	534	0	528	410	1514	1593	181	2901	1593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	54.2	0.0	54.4	2.2	3.0	3.1	7.7	1.7	1.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	1.1	0.0	2.6	2.5	0.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.4	0.0	0.5	0.0	12.7	13.6	0.1	2.6	3.0
LnGrp Delay(d),s/veh	55.0	0.0	0.0	54.5	0.0	55.5	2.2	5.6	5.5	8.1	1.9	2.1
LnGrp LOS	E			D		E	A	A	A	A	A	A
Approach Vol, veh/h		1			29			2144			1282	
Approach Delay, s/veh		55.0			55.1			5.6			2.0	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		108.7		11.3		108.7		11.3
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s		69.0		40.0		69.0		40.0
Max Q Clear Time (g_c+I1), s		28.6		3.2		26.9		3.2
Green Ext Time (p_c), s		39.2		0.1		40.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	2	25	91	3	262	27	1655	49	53	1127	11
Future Volume (veh/h)	23	2	25	91	3	262	27	1655	49	53	1127	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	2	27	99	3	285	29	1799	53	58	1225	12
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	422	358	370	400	358	329	2192	64	167	3283	32
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.02	0.62	0.62	0.03	0.63	0.63
Sat Flow, veh/h	1087	1863	1583	1375	1770	1583	1774	3511	103	1774	5193	51
Grp Volume(v), veh/h	25	2	27	99	3	285	29	903	949	58	800	437
Grp Sat Flow(s),veh/h/ln	1087	1863	1583	1375	1770	1583	1774	1770	1845	1774	1695	1854
Q Serve(g_s), s	2.7	0.1	1.6	7.2	0.2	20.4	0.7	47.0	47.8	1.4	13.6	13.6
Cycle Q Clear(g_c), s	23.0	0.1	1.6	7.3	0.2	20.4	0.7	47.0	47.8	1.4	13.6	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	121	422	358	370	400	358	329	1105	1152	167	2143	1172
V/C Ratio(X)	0.21	0.00	0.08	0.27	0.01	0.80	0.09	0.82	0.82	0.35	0.37	0.37
Avail Cap(c_a), veh/h	242	629	534	523	597	534	381	1105	1152	205	2143	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	36.0	36.5	38.8	36.0	43.8	8.4	17.3	17.4	19.9	10.6	10.6
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.4	0.0	5.0	0.1	6.7	6.7	1.2	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.7	2.8	0.1	9.4	0.3	24.9	26.1	1.1	6.5	7.2
LnGrp Delay(d),s/veh	55.5	36.0	36.6	39.2	36.0	48.8	8.5	24.0	24.2	21.1	11.1	11.5
LnGrp LOS	E	D	D	D	D	D	A	C	C	C	B	B
Approach Vol, veh/h		54			387			1881			1295	
Approach Delay, s/veh		45.3			46.2			23.9			11.7	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	81.9		31.7	7.4	80.9		31.7
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	2.7	15.6		22.4	3.4	49.8		25.0
Green Ext Time (p_c), s	0.0	36.5		2.2	0.0	8.8		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	43	158	182	101	151	138	1334	106	53	1056	137
Future Volume (veh/h)	219	43	158	182	101	151	138	1334	106	53	1056	137
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	238	47	172	198	110	164	150	1450	115	58	1148	149
Adj No. of Lanes	2	1	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	213	181	237	241	216	294	2252	1007	186	1929	863
Arrive On Green	0.09	0.11	0.11	0.10	0.14	0.14	0.05	0.64	0.64	0.54	0.54	0.54
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	3539	1583	327	3539	1583
Grp Volume(v), veh/h	238	47	172	198	110	164	150	1450	115	58	1148	149
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1770	1583	327	1770	1583
Q Serve(g_s), s	8.1	2.8	10.9	9.0	6.9	12.0	4.3	30.3	3.4	15.9	26.2	5.7
Cycle Q Clear(g_c), s	8.1	2.8	10.9	9.0	6.9	12.0	4.3	30.3	3.4	35.2	26.2	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	213	181	237	241	216	294	2252	1007	186	1929	863
V/C Ratio(X)	0.77	0.22	0.95	0.84	0.46	0.76	0.51	0.64	0.11	0.31	0.60	0.17
Avail Cap(c_a), veh/h	731	621	528	289	442	396	427	2252	1007	186	1929	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	48.3	37.3	51.3	47.7	49.9	14.8	13.4	8.6	27.7	18.4	13.7
Incr Delay (d2), s/veh	4.0	0.5	21.4	16.2	1.3	5.4	1.4	1.4	0.2	4.3	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.5	5.8	7.4	3.5	5.6	2.2	15.1	1.6	1.7	13.1	2.6
LnGrp Delay(d),s/veh	57.4	48.8	58.7	67.5	49.1	55.4	16.2	14.9	8.8	32.0	19.8	14.1
LnGrp LOS	E	D	E	E	D	E	B	B	A	C	B	B
Approach Vol, veh/h		457			472			1715			1355	
Approach Delay, s/veh		57.0			59.0			14.6			19.7	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.4	15.3	22.3		82.4	17.9	19.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	6.3	37.2	10.1	14.0		32.3	11.0	12.9
Green Ext Time (p_c), s	0.2	0.0	0.7	2.0		14.3	1.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	156	0	0	1025	75
Future Volume (Veh/h)	0	156	0	0	1025	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	170	0	0	1114	82
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1155	412	1114			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1155	412	1114			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	71	100			
cM capacity (veh/h)	190	589	623			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	170	0	0	446	446	305
Volume Left	0	0	0	0	0	0
Volume Right	170	0	0	0	0	82
cSH	589	1700	1700	1700	1700	1700
Volume to Capacity	0.29	0.00	0.00	0.26	0.26	0.18
Queue Length 95th (ft)	30	0	0	0	0	0
Control Delay (s)	13.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	13.6	0.0		0.0		
Approach LOS	B					

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	37.8%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	386	37	113	454	283	112
Future Volume (vph)	386	37	113	454	283	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	420	40	123	493	308	122

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	280	180	616	308	122
Volume Left (vph)	280	140	0	308	0
Volume Right (vph)	0	40	493	0	0
Hadj (s)	0.53	0.27	-0.45	0.53	0.03
Departure Headway (s)	7.8	7.5	6.2	7.5	7.0
Degree Utilization, x	0.61	0.38	1.06	0.65	0.24
Capacity (veh/h)	455	470	591	466	502
Control Delay (s)	21.0	13.8	77.6	22.1	11.0
Approach Delay (s)	18.2		77.6	18.9	
Approach LOS	C		F	C	

Intersection Summary			
Delay	42.7		
Level of Service	E		
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

EXISTING PLUS PROJECT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	0	39	5	0	3	153	979	4	22	2360	167
Future Volume (veh/h)	53	0	39	5	0	3	153	979	4	22	2360	167
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	58	0	42	5	0	3	166	1064	4	24	2565	182
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	0	57	35	0	31	172	2773	10	412	3497	1216
Arrive On Green	0.08	0.00	0.08	0.02	0.00	0.02	0.04	0.77	0.77	0.69	0.69	0.69
Sat Flow, veh/h	979	0	709	1774	0	1583	1774	3616	14	526	5085	1583
Grp Volume(v), veh/h	100	0	0	5	0	3	166	521	547	24	2565	182
Grp Sat Flow(s),veh/h/ln	1689	0	0	1774	0	1583	1774	1770	1860	526	1695	1583
Q Serve(g_s), s	6.9	0.0	0.0	0.3	0.0	0.2	4.6	11.7	11.7	1.9	38.1	3.6
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.3	0.0	0.2	4.6	11.7	11.7	4.1	38.1	3.6
Prop In Lane	0.58		0.42	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	136	0	0	35	0	31	172	1357	1427	412	3497	1216
V/C Ratio(X)	0.74	0.00	0.00	0.14	0.00	0.10	0.97	0.38	0.38	0.06	0.73	0.15
Avail Cap(c_a), veh/h	422	0	0	444	0	396	172	1357	1427	412	3497	1216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	0.0	0.0	57.8	0.0	57.8	33.0	4.6	4.6	6.9	11.8	3.6
Incr Delay (d2), s/veh	7.5	0.0	0.0	1.9	0.0	1.4	58.8	0.8	0.8	0.3	1.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	0.2	0.0	0.1	8.3	6.0	6.2	0.3	18.0	2.2
LnGrp Delay(d),s/veh	61.5	0.0	0.0	59.7	0.0	59.1	91.8	5.4	5.4	7.1	13.2	3.9
LnGrp LOS	E			E		E	F	A	A	A	B	A
Approach Vol, veh/h		100			8			1234			2771	
Approach Delay, s/veh		61.5			59.5			17.0			12.5	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.5	88.5		7.3		98.0		14.6
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	5.0	34.5		30.0		44.0		30.0
Max Q Clear Time (g_c+I1), s	6.6	40.1		2.3		13.7		8.9
Green Ext Time (p_c), s	0.0	0.0		0.0		29.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	24	45	1	51	30	1159	88	252	2037	39
Future Volume (veh/h)	7	1	24	45	1	51	30	1159	88	252	2037	39
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	8	1	26	49	1	55	33	1260	96	274	2214	42
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	113	96	143	107	96	206	2568	195	398	4092	77
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.77	0.77	0.05	0.80	0.80
Sat Flow, veh/h	1342	1863	1583	1378	1770	1583	1774	3334	254	1774	5138	97
Grp Volume(v), veh/h	8	1	26	49	1	55	33	668	688	274	1459	797
Grp Sat Flow(s),veh/h/ln	1342	1863	1583	1378	1770	1583	1774	1770	1818	1774	1695	1846
Q Serve(g_s), s	0.7	0.1	1.9	4.2	0.1	4.1	0.5	16.7	16.8	3.8	18.5	18.6
Cycle Q Clear(g_c), s	4.8	0.1	1.9	4.2	0.1	4.1	0.5	16.7	16.8	3.8	18.5	18.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.05
Lane Grp Cap(c), veh/h	96	113	96	143	107	96	206	1363	1401	398	2700	1470
V/C Ratio(X)	0.08	0.01	0.27	0.34	0.01	0.57	0.16	0.49	0.49	0.69	0.54	0.54
Avail Cap(c_a), veh/h	468	629	534	524	597	534	256	1363	1401	401	2700	1470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	53.0	53.8	55.0	53.0	54.9	3.9	5.1	5.1	6.3	4.4	4.4
Incr Delay (d2), s/veh	0.4	0.0	1.5	1.4	0.0	5.3	0.4	1.3	1.2	4.9	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.9	1.6	0.0	1.9	0.2	8.5	8.7	4.6	8.8	9.9
LnGrp Delay(d),s/veh	57.5	53.0	55.3	56.4	53.0	60.2	4.2	6.3	6.3	11.2	5.1	5.8
LnGrp LOS	E	D	E	E	D	E	A	A	A	B	A	A
Approach Vol, veh/h		35			105			1389			2530	
Approach Delay, s/veh		55.8			58.3			6.3			6.0	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	101.6		11.8	9.8	98.4		11.8
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	2.5	20.6		6.2	5.8	18.8		6.8
Green Ext Time (p_c), s	0.0	35.4		0.6	0.0	36.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	45	152	120	77	37	106	1079	195	104	1735	234
Future Volume (veh/h)	170	45	152	120	77	37	106	1079	195	104	1735	234
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	185	49	165	130	84	40	115	1173	212	113	1886	254
Adj No. of Lanes	2	1	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	208	177	165	260	117	160	2404	1076	263	2127	951
Arrive On Green	0.07	0.11	0.11	0.06	0.11	0.11	0.04	0.68	0.68	0.60	0.60	0.60
Sat Flow, veh/h	3442	1863	1583	1774	2377	1067	1774	3539	1583	389	3539	1583
Grp Volume(v), veh/h	185	49	165	130	61	63	115	1173	212	113	1886	254
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1674	1774	1770	1583	389	1770	1583
Q Serve(g_s), s	6.3	2.9	10.6	4.5	3.8	4.2	2.8	19.1	5.9	23.5	54.6	9.2
Cycle Q Clear(g_c), s	6.3	2.9	10.6	4.5	3.8	4.2	2.8	19.1	5.9	33.2	54.6	9.2
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	208	177	165	194	183	160	2404	1076	263	2127	951
V/C Ratio(X)	0.73	0.24	0.93	0.79	0.32	0.34	0.72	0.49	0.20	0.43	0.89	0.27
Avail Cap(c_a), veh/h	731	621	528	290	442	419	316	2404	1076	263	2127	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	48.6	38.7	54.2	49.3	49.4	28.3	9.2	7.1	19.4	20.5	11.4
Incr Delay (d2), s/veh	4.0	0.6	18.9	8.0	0.9	1.1	6.0	0.7	0.4	5.1	5.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.5	5.6	4.6	1.9	2.0	2.6	9.5	2.7	2.9	28.2	4.1
LnGrp Delay(d),s/veh	58.5	49.2	57.5	62.2	50.2	50.5	34.2	9.9	7.5	24.5	26.4	12.1
LnGrp LOS	E	D	E	E	D	D	C	A	A	C	C	B
Approach Vol, veh/h		399			254			1500			2253	
Approach Delay, s/veh		56.9			56.4			11.5			24.7	
Approach LOS		E			E			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	9.4	78.1	13.3	19.2		87.5	13.1	19.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	4.8	56.6	8.3	6.2		21.1	6.5	12.6
Green Ext Time (p_c), s	0.2	0.0	0.5	1.0		25.5	0.7	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	281	0	0	2277	296
Future Volume (Veh/h)	0	281	0	0	2277	296
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	305	0	0	2475	322
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2636	986	2475			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2636	986	2475			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	0	100			
cM capacity (veh/h)	19	247	184			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	305	0	0	990	990	817
Volume Left	0	0	0	0	0	0
Volume Right	305	0	0	0	0	322
cSH	247	1700	1700	1700	1700	1700
Volume to Capacity	1.24	0.00	0.00	0.58	0.58	0.48
Queue Length 95th (ft)	373	0	0	0	0	0
Control Delay (s)	177.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F					
Approach Delay (s)	177.3	0.0		0.0		
Approach LOS	F					

Intersection Summary				
Average Delay	17.4			
Intersection Capacity Utilization	74.7%	ICU Level of Service		D
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	409	46	185	217	335	121
Future Volume (vph)	409	46	185	217	335	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	445	50	201	236	364	132

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	297	198	437	364	132
Volume Left (vph)	297	148	0	364	0
Volume Right (vph)	0	50	236	0	0
Hadj (s)	0.53	0.23	-0.29	0.53	0.03
Departure Headway (s)	7.8	7.4	6.5	7.5	7.0
Degree Utilization, x	0.64	0.41	0.79	0.76	0.26
Capacity (veh/h)	442	467	544	464	498
Control Delay (s)	22.3	14.3	29.1	29.5	11.2
Approach Delay (s)	19.1		29.1	24.6	
Approach LOS	C		D	C	

Intersection Summary			
Delay	24.1		
Level of Service	C		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	0	177	12	0	15	61	2009	2	6	1242	66
Future Volume (veh/h)	253	0	177	12	0	15	61	2009	2	6	1242	66
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	275	0	192	13	0	16	66	2184	2	7	1350	72
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	0	174	92	0	82	213	2050	2	60	2873	1290
Arrive On Green	0.25	0.00	0.25	0.05	0.00	0.05	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	995	0	695	1774	0	1583	376	3628	3	179	5085	1583
Grp Volume(v), veh/h	467	0	0	13	0	16	66	1065	1121	7	1350	72
Grp Sat Flow(s),veh/h/ln	1690	0	0	1774	0	1583	376	1770	1862	179	1695	1583
Q Serve(g_s), s	30.0	0.0	0.0	0.8	0.0	1.2	15.1	67.8	67.8	0.0	18.9	1.1
Cycle Q Clear(g_c), s	30.0	0.0	0.0	0.8	0.0	1.2	34.0	67.8	67.8	67.8	18.9	1.1
Prop In Lane	0.59		0.41	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	423	0	0	92	0	82	213	1000	1052	60	2873	1290
V/C Ratio(X)	1.11	0.00	0.00	0.14	0.00	0.20	0.31	1.07	1.07	0.12	0.47	0.06
Avail Cap(c_a), veh/h	423	0	0	444	0	396	213	1000	1052	60	2873	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	0.0	54.4	0.0	54.5	25.5	26.1	26.1	60.0	15.5	2.2
Incr Delay (d2), s/veh	75.4	0.0	0.0	0.7	0.0	1.2	3.7	47.5	46.9	3.9	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.8	0.0	0.0	0.4	0.0	0.5	1.8	46.0	48.2	0.3	8.9	1.1
LnGrp Delay(d),s/veh	120.4	0.0	0.0	55.1	0.0	55.7	29.3	73.6	73.0	63.9	16.0	2.2
LnGrp LOS	F			E		E	C	F	F	E	B	A
Approach Vol, veh/h		467			29			2252			1429	
Approach Delay, s/veh		120.4			55.4			72.0			15.5	
Approach LOS		F			E			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		73.8		11.2		73.8		35.0
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s		44.0		30.0		44.0		30.0
Max Q Clear Time (g_c+I1), s		69.8		3.2		69.8		32.0
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	2	25	91	3	264	27	1752	49	61	1413	11
Future Volume (veh/h)	23	2	25	91	3	264	27	1752	49	61	1413	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	2	27	99	3	287	29	1904	53	66	1536	12
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	424	360	372	403	360	255	2188	61	151	3284	26
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.02	0.62	0.62	0.03	0.63	0.63
Sat Flow, veh/h	1085	1863	1583	1375	1770	1583	1774	3518	97	1774	5205	41
Grp Volume(v), veh/h	25	2	27	99	3	287	29	953	1004	66	1000	548
Grp Sat Flow(s),veh/h/ln	1085	1863	1583	1375	1770	1583	1774	1770	1846	1774	1695	1856
Q Serve(g_s), s	2.7	0.1	1.6	7.2	0.2	20.5	0.7	53.0	54.1	1.6	18.5	18.5
Cycle Q Clear(g_c), s	23.2	0.1	1.6	7.3	0.2	20.5	0.7	53.0	54.1	1.6	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	121	424	360	372	403	360	255	1101	1148	151	2139	1171
V/C Ratio(X)	0.21	0.00	0.07	0.27	0.01	0.80	0.11	0.87	0.87	0.44	0.47	0.47
Avail Cap(c_a), veh/h	241	629	534	523	597	534	307	1101	1148	187	2139	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	35.8	36.4	38.7	35.9	43.7	9.2	18.6	18.8	24.8	11.6	11.6
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.4	0.0	5.1	0.2	9.2	9.4	2.0	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.7	2.8	0.1	9.5	0.4	28.5	30.3	1.4	8.8	9.9
LnGrp Delay(d),s/veh	55.5	35.8	36.5	39.0	35.9	48.8	9.4	27.8	28.2	26.8	12.3	12.9
LnGrp LOS	E	D	D	D	D	D	A	C	C	C	B	B
Approach Vol, veh/h		54			389			1986			1614	
Approach Delay, s/veh		45.3			46.2			27.7			13.1	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	81.7		31.8	7.6	80.6		31.8
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	2.7	20.5		22.5	3.6	56.1		25.2
Green Ext Time (p_c), s	0.0	35.3		2.2	0.0	2.9		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	43	158	182	101	151	138	1431	106	53	1342	137
Future Volume (veh/h)	219	43	158	182	101	151	138	1431	106	53	1342	137
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	238	47	172	198	110	164	150	1555	115	58	1459	149
Adj No. of Lanes	2	1	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	213	181	237	241	216	226	2252	1007	164	1929	863
Arrive On Green	0.09	0.11	0.11	0.10	0.14	0.14	0.05	0.64	0.64	0.54	0.54	0.54
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	3539	1583	296	3539	1583
Grp Volume(v), veh/h	238	47	172	198	110	164	150	1555	115	58	1459	149
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1770	1583	296	1770	1583
Q Serve(g_s), s	8.1	2.8	10.9	9.0	6.9	12.0	4.3	34.2	3.4	19.0	38.3	5.7
Cycle Q Clear(g_c), s	8.1	2.8	10.9	9.0	6.9	12.0	4.3	34.2	3.4	42.2	38.3	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	213	181	237	241	216	226	2252	1007	164	1929	863
V/C Ratio(X)	0.77	0.22	0.95	0.84	0.46	0.76	0.66	0.69	0.11	0.35	0.76	0.17
Avail Cap(c_a), veh/h	731	621	528	289	442	396	360	2252	1007	164	1929	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	48.3	37.3	51.3	47.7	49.9	22.2	14.2	8.6	31.4	21.1	13.7
Incr Delay (d2), s/veh	4.0	0.5	21.4	16.2	1.3	5.4	3.3	1.8	0.2	5.9	2.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.5	5.8	7.4	3.5	5.6	3.0	17.2	1.6	1.8	19.4	2.6
LnGrp Delay(d),s/veh	57.4	48.8	58.7	67.5	49.1	55.4	25.5	15.9	8.8	37.3	24.0	14.1
LnGrp LOS	E	D	E	E	D	E	C	B	A	D	C	B
Approach Vol, veh/h		457			472			1820			1666	
Approach Delay, s/veh		57.0			59.0			16.3			23.6	
Approach LOS		E			E			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.4	15.3	22.3		82.4	17.9	19.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	6.3	44.2	10.1	14.0		36.2	11.0	12.9
Green Ext Time (p_c), s	0.2	0.0	0.7	2.0		11.4	1.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	27.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	207	0	0	1110	109
Future Volume (Veh/h)	0	207	0	0	1110	109
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	225	0	0	1207	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1266	461	1207			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1266	461	1207			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	59	100			
cM capacity (veh/h)	161	547	574			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	225	0	0	483	483	359
Volume Left	0	0	0	0	0	0
Volume Right	225	0	0	0	0	118
cSH	547	1700	1700	1700	1700	1700
Volume to Capacity	0.41	0.00	0.00	0.28	0.28	0.21
Queue Length 95th (ft)	50	0	0	0	0	0
Control Delay (s)	16.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	16.1	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	43.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	386	37	130	454	325	129
Future Volume (vph)	386	37	130	454	325	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	420	40	141	493	353	140

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	280	180	634	353	140
Volume Left (vph)	280	140	0	353	0
Volume Right (vph)	0	40	493	0	0
Hadj (s)	0.53	0.27	-0.43	0.53	0.03
Departure Headway (s)	7.9	7.6	6.3	7.5	7.0
Degree Utilization, x	0.61	0.38	1.10	0.74	0.27
Capacity (veh/h)	439	463	576	468	502
Control Delay (s)	21.5	14.1	93.2	27.8	11.5
Approach Delay (s)	18.6		93.2	23.2	
Approach LOS	C		F	C	

Intersection Summary			
Delay	49.8		
Level of Service	E		
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

EXISTING PLUS PROJECT MITIGATION

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	0	39	5	0	3	153	979	4	22	2360	167
Future Volume (veh/h)	53	0	39	5	0	3	153	979	4	22	2360	167
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	58	0	42	5	0	3	166	1064	4	24	2565	182
Adj No. of Lanes	1	1	0	1	1	0	2	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	0	93	96	0	93	219	4527	17	457	3915	1219
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.06	0.87	0.87	0.77	0.77	0.77
Sat Flow, veh/h	1408	0	1583	1359	0	1583	3442	5230	20	526	5085	1583
Grp Volume(v), veh/h	58	0	42	5	0	3	166	690	378	24	2565	182
Grp Sat Flow(s),veh/h/ln	1408	0	1583	1359	0	1583	1721	1695	1859	526	1695	1583
Q Serve(g_s), s	5.7	0.0	3.6	0.5	0.0	0.3	6.6	4.8	4.8	1.5	32.8	4.2
Cycle Q Clear(g_c), s	5.9	0.0	3.6	4.1	0.0	0.3	6.6	4.8	4.8	1.5	32.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	132	0	93	96	0	93	219	2935	1609	457	3915	1219
V/C Ratio(X)	0.44	0.00	0.45	0.05	0.00	0.03	0.76	0.24	0.24	0.05	0.66	0.15
Avail Cap(c_a), veh/h	460	0	463	414	0	463	381	2935	1609	457	3915	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	63.7	65.7	0.0	62.1	64.5	1.6	1.6	3.9	7.5	4.2
Incr Delay (d2), s/veh	2.3	0.0	3.4	0.2	0.0	0.1	5.3	0.2	0.3	0.2	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.7	0.2	0.0	0.1	3.3	2.3	2.6	0.2	15.5	1.9
LnGrp Delay(d),s/veh	67.3	0.0	67.1	65.9	0.0	62.3	69.8	1.8	1.9	4.1	8.3	4.4
LnGrp LOS	E		E	E		E	E	A	A	A	A	A
Approach Vol, veh/h		100			8			1234			2771	
Approach Delay, s/veh		67.2			64.6			11.0			8.1	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	13.4	114.3		12.3		127.7		12.3
Change Period (Y+Rc), s	4.5	6.5		4.1		6.5		4.1
Max Green Setting (Gmax), s	15.5	68.5		40.9		88.5		40.9
Max Q Clear Time (g_c+I1), s	8.6	34.8		6.1		6.8		7.9
Green Ext Time (p_c), s	0.3	33.2		0.4		78.6		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	24	45	1	51	30	1159	88	252	2037	39
Future Volume (veh/h)	7	1	24	45	1	51	30	1159	88	252	2037	39
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	8	1	26	49	1	55	33	1260	96	274	2214	42
Adj No. of Lanes	1	1	1	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	113	96	143	107	96	206	3714	283	421	4092	77
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.77	0.77	0.05	0.80	0.80
Sat Flow, veh/h	1342	1863	1583	1378	1770	1583	1774	4821	367	1774	5138	97
Grp Volume(v), veh/h	8	1	26	49	1	55	33	886	470	274	1459	797
Grp Sat Flow(s),veh/h/ln	1342	1863	1583	1378	1770	1583	1774	1695	1798	1774	1695	1846
Q Serve(g_s), s	0.7	0.1	1.9	4.2	0.1	4.1	0.5	9.7	9.8	3.8	18.5	18.6
Cycle Q Clear(g_c), s	4.8	0.1	1.9	4.2	0.1	4.1	0.5	9.7	9.8	3.8	18.5	18.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.05
Lane Grp Cap(c), veh/h	96	113	96	143	107	96	206	2612	1385	421	2700	1470
V/C Ratio(X)	0.08	0.01	0.27	0.34	0.01	0.57	0.16	0.34	0.34	0.65	0.54	0.54
Avail Cap(c_a), veh/h	468	629	534	524	597	534	256	2612	1385	424	2700	1470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	53.0	53.8	55.0	53.0	54.9	3.9	4.3	4.3	3.7	4.4	4.4
Incr Delay (d2), s/veh	0.4	0.0	1.5	1.4	0.0	5.3	0.4	0.4	0.7	3.5	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.9	1.6	0.0	1.9	0.2	4.7	5.1	2.8	8.8	9.9
LnGrp Delay(d),s/veh	57.5	53.0	55.3	56.4	53.0	60.2	4.2	4.6	4.9	7.1	5.1	5.8
LnGrp LOS	E	D	E	E	D	E	A	A	A	A	A	A
Approach Vol, veh/h		35			105			1389			2530	
Approach Delay, s/veh		55.8			58.3			4.7			5.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	101.6		11.8	9.8	98.4		11.8
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	2.5	20.6		6.2	5.8	11.8		6.8
Green Ext Time (p_c), s	0.0	35.3		0.6	0.0	42.6		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	45	152	120	77	37	106	1079	195	104	1735	234
Future Volume (veh/h)	170	45	152	120	77	37	106	1079	195	104	1735	234
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	185	49	165	130	84	40	115	1173	212	113	1886	254
Adj No. of Lanes	2	1	1	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	208	177	165	260	117	191	2943	532	278	2728	364
Arrive On Green	0.07	0.11	0.11	0.06	0.11	0.11	0.04	0.68	0.68	0.60	0.60	0.60
Sat Flow, veh/h	3442	1863	1583	1774	2377	1067	1774	4332	783	389	4540	606
Grp Volume(v), veh/h	185	49	165	130	61	63	115	918	467	113	1404	736
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1674	1774	1695	1725	389	1695	1756
Q Serve(g_s), s	6.3	2.9	10.6	4.5	3.8	4.2	2.8	14.3	14.3	21.6	33.8	34.6
Cycle Q Clear(g_c), s	6.3	2.9	10.6	4.5	3.8	4.2	2.8	14.3	14.3	26.5	33.8	34.6
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.45	1.00		0.35
Lane Grp Cap(c), veh/h	253	208	177	165	194	183	191	2303	1172	278	2037	1055
V/C Ratio(X)	0.73	0.24	0.93	0.79	0.32	0.34	0.60	0.40	0.40	0.41	0.69	0.70
Avail Cap(c_a), veh/h	731	621	528	290	442	419	348	2303	1172	278	2037	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	48.6	38.7	54.2	49.3	49.4	20.8	8.5	8.5	16.3	16.3	16.5
Incr Delay (d2), s/veh	4.0	0.6	18.9	8.0	0.9	1.1	3.0	0.5	1.0	4.4	1.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.5	5.6	4.6	1.9	2.0	2.5	6.8	7.1	2.6	16.3	17.7
LnGrp Delay(d),s/veh	58.5	49.2	57.5	62.2	50.2	50.5	23.9	9.0	9.5	20.7	18.2	20.3
LnGrp LOS	E	D	E	E	D	D	C	A	A	C	B	C
Approach Vol, veh/h		399			254			1500			2253	
Approach Delay, s/veh		56.9			56.4			10.3			19.0	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	9.4	78.1	13.3	19.2		87.5	13.1	19.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	4.8	36.6	8.3	6.2		16.3	6.5	12.6
Green Ext Time (p_c), s	0.2	0.0	0.5	1.0		29.9	0.7	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	281	0	0	2277	296
Future Volume (veh/h)	0	281	0	0	2277	296
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900
Adj Flow Rate, veh/h	0	305	0	0	2475	0
Adj No. of Lanes	0	0	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	2	2
Cap, veh/h	0	351	0	2262	3250	0
Arrive On Green	0.00	0.22	0.00	0.00	0.64	0.00
Sat Flow, veh/h	0	1579	0	3725	5421	0
Grp Volume(v), veh/h	0	306	0	0	2475	0
Grp Sat Flow(s),veh/h/ln	0	1584	0	1770	1695	0
Q Serve(g_s), s	0.0	12.1	0.0	0.0	22.2	0.0
Cycle Q Clear(g_c), s	0.0	12.1	0.0	0.0	22.2	0.0
Prop In Lane	0.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	0	352	0	2262	3250	0
V/C Ratio(X)	0.00	0.87	0.00	0.00	0.76	0.00
Avail Cap(c_a), veh/h	0	446	0	2262	3250	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.3	0.0	0.0	8.2	0.0
Incr Delay (d2), s/veh	0.0	13.8	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	0.0	0.0	10.6	0.0
LnGrp Delay(d),s/veh	0.0	38.2	0.0	0.0	10.0	0.0
LnGrp LOS		D			A	
Approach Vol, veh/h	306			0	2475	
Approach Delay, s/veh	38.2			0.0	10.0	
Approach LOS	D				A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		46.0		19.0		46.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		37.7		18.3		37.7		
Max Q Clear Time (g_c+I1), s		0.0		14.1		24.2		
Green Ext Time (p_c), s		0.0		0.4		12.1		

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	409	46	185	217	335	121
Future Volume (veh/h)	409	46	185	217	335	121
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	492	0	201	236	364	132
Adj No. of Lanes	2	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	656	298	355	417	613	1239
Arrive On Green	0.18	0.00	0.45	0.45	0.14	0.67
Sat Flow, veh/h	3548	1615	782	918	1774	1863
Grp Volume(v), veh/h	492	0	0	437	364	132
Grp Sat Flow(s),veh/h/ln	1774	1615	0	1701	1774	1863
Q Serve(g_s), s	7.9	0.0	0.0	11.3	5.8	1.5
Cycle Q Clear(g_c), s	7.9	0.0	0.0	11.3	5.8	1.5
Prop In Lane	1.00	1.00		0.54	1.00	
Lane Grp Cap(c), veh/h	656	298	0	773	613	1239
V/C Ratio(X)	0.75	0.00	0.00	0.57	0.59	0.11
Avail Cap(c_a), veh/h	1064	484	0	773	682	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	0.0	12.0	7.7	3.6
Incr Delay (d2), s/veh	1.8	0.0	0.0	3.0	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0	5.9	2.9	0.8
LnGrp Delay(d),s/veh	24.9	0.0	0.0	15.0	8.9	3.8
LnGrp LOS	C			B	A	A
Approach Vol, veh/h	492		437			496
Approach Delay, s/veh	24.9		15.0			7.5
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.6	31.8				44.4		15.6
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	7.8	13.3				3.5		9.9
Green Ext Time (p_c), s	0.3	1.5				4.0		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	0	177	12	0	15	61	2009	2	6	1242	66
Future Volume (veh/h)	253	0	177	12	0	15	61	2009	2	6	1242	66
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	275	0	192	13	0	16	66	2184	2	7	1350	72
Adj No. of Lanes	1	1	0	1	1	0	2	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	0	359	194	0	359	113	3661	3	137	3216	1001
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.03	0.70	0.70	0.63	0.63	0.63
Sat Flow, veh/h	1392	0	1583	1186	0	1583	3442	5247	5	179	5085	1583
Grp Volume(v), veh/h	275	0	192	13	0	16	66	1411	775	7	1350	72
Grp Sat Flow(s),veh/h/ln	1392	0	1583	1186	0	1583	1721	1695	1862	179	1695	1583
Q Serve(g_s), s	26.9	0.0	14.9	1.4	0.0	1.1	2.6	30.2	30.2	3.0	18.6	2.5
Cycle Q Clear(g_c), s	28.0	0.0	14.9	16.3	0.0	1.1	2.6	30.2	30.2	24.0	18.6	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	0	359	194	0	359	113	2365	1299	137	3216	1001
V/C Ratio(X)	0.77	0.00	0.53	0.07	0.00	0.04	0.58	0.60	0.60	0.05	0.42	0.07
Avail Cap(c_a), veh/h	447	0	463	271	0	463	381	2365	1299	137	3216	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	47.6	54.8	0.0	42.3	66.7	11.0	11.0	19.5	12.9	9.9
Incr Delay (d2), s/veh	6.4	0.0	1.2	0.1	0.0	0.1	4.6	1.1	2.0	0.7	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	6.7	0.5	0.0	0.5	1.3	14.3	16.0	0.2	8.7	1.1
LnGrp Delay(d),s/veh	59.7	0.0	48.9	55.0	0.0	42.3	71.4	12.1	13.0	20.3	13.3	10.0
LnGrp LOS	E		D	D		D	E	B	B	C	B	B
Approach Vol, veh/h		467			29			2252			1429	
Approach Delay, s/veh		55.2			48.0			14.1			13.1	
Approach LOS		E			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.1	95.0		35.8		104.2		35.8
Change Period (Y+Rc), s	4.5	6.5		4.1		6.5		4.1
Max Green Setting (Gmax), s	15.5	68.5		40.9		88.5		40.9
Max Q Clear Time (g_c+I1), s	4.6	26.0		18.3		32.2		30.0
Green Ext Time (p_c), s	0.1	41.0		2.2		53.8		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	2	25	91	3	264	27	1752	49	61	1413	11
Future Volume (veh/h)	23	2	25	91	3	264	27	1752	49	61	1413	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	2	27	99	3	287	29	1904	53	66	1536	12
Adj No. of Lanes	1	1	1	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	424	360	372	403	360	255	3164	88	201	3284	26
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.02	0.62	0.62	0.03	0.63	0.63
Sat Flow, veh/h	1085	1863	1583	1375	1770	1583	1774	5087	141	1774	5205	41
Grp Volume(v), veh/h	25	2	27	99	3	287	29	1268	689	66	1000	548
Grp Sat Flow(s),veh/h/ln	1085	1863	1583	1375	1770	1583	1774	1695	1838	1774	1695	1856
Q Serve(g_s), s	2.7	0.1	1.6	7.2	0.2	20.5	0.7	27.1	27.2	1.6	18.5	18.5
Cycle Q Clear(g_c), s	23.2	0.1	1.6	7.3	0.2	20.5	0.7	27.1	27.2	1.6	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.02
Lane Grp Cap(c), veh/h	121	424	360	372	403	360	255	2109	1143	201	2139	1171
V/C Ratio(X)	0.21	0.00	0.07	0.27	0.01	0.80	0.11	0.60	0.60	0.33	0.47	0.47
Avail Cap(c_a), veh/h	241	629	534	523	597	534	307	2109	1143	237	2139	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	35.8	36.4	38.7	35.9	43.7	9.2	13.7	13.7	11.9	11.6	11.6
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.4	0.0	5.1	0.2	1.3	2.4	0.9	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.7	2.8	0.1	9.5	0.4	12.9	14.5	0.8	8.8	9.9
LnGrp Delay(d),s/veh	55.5	35.8	36.5	39.0	35.9	48.8	9.4	15.0	16.1	12.9	12.3	12.9
LnGrp LOS	E	D	D	D	D	D	A	B	B	B	B	B
Approach Vol, veh/h		54			389			1986			1614	
Approach Delay, s/veh		45.3			46.2			15.3			12.6	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	81.7		31.8	7.6	80.6		31.8
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	2.7	20.5		22.5	3.6	29.2		25.2
Green Ext Time (p_c), s	0.0	34.6		2.2	0.0	27.4		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	43	158	182	101	151	138	1431	106	53	1342	137
Future Volume (veh/h)	219	43	158	182	101	151	138	1431	106	53	1342	137
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	238	47	172	198	110	164	150	1555	115	58	1459	149
Adj No. of Lanes	2	1	1	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	213	181	237	241	216	262	3075	227	197	2556	261
Arrive On Green	0.09	0.11	0.11	0.10	0.14	0.14	0.05	0.64	0.64	0.54	0.54	0.54
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	4833	357	296	4690	479
Grp Volume(v), veh/h	238	47	172	198	110	164	150	1091	579	58	1055	553
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1695	1800	296	1695	1778
Q Serve(g_s), s	8.1	2.8	10.9	9.0	6.9	12.0	4.3	20.7	20.7	15.7	24.7	24.7
Cycle Q Clear(g_c), s	8.1	2.8	10.9	9.0	6.9	12.0	4.3	20.7	20.7	25.5	24.7	24.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.27
Lane Grp Cap(c), veh/h	310	213	181	237	241	216	262	2157	1145	197	1847	969
V/C Ratio(X)	0.77	0.22	0.95	0.84	0.46	0.76	0.57	0.51	0.51	0.29	0.57	0.57
Avail Cap(c_a), veh/h	731	621	528	289	442	396	396	2157	1145	197	1847	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	48.3	37.3	51.3	47.7	49.9	15.4	11.7	11.7	21.5	18.0	18.0
Incr Delay (d2), s/veh	4.0	0.5	21.4	16.2	1.3	5.4	2.0	0.8	1.6	3.8	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.5	5.8	7.4	3.5	5.6	2.2	9.8	10.6	1.5	11.8	12.6
LnGrp Delay(d),s/veh	57.4	48.8	58.7	67.5	49.1	55.4	17.3	12.6	13.3	25.2	19.3	20.5
LnGrp LOS	E	D	E	E	D	E	B	B	B	C	B	C
Approach Vol, veh/h		457			472			1820			1666	
Approach Delay, s/veh		57.0			59.0			13.2			19.9	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.4	15.3	22.3		82.4	17.9	19.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	10.3	27.5	10.1	14.0		22.7	11.0	12.9
Green Ext Time (p_c), s	0.2	0.5	0.7	2.0		23.3	1.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	207	0	0	1110	109
Future Volume (veh/h)	0	207	0	0	1110	109
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900
Adj Flow Rate, veh/h	0	225	0	0	1207	0
Adj No. of Lanes	0	0	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	2	2
Cap, veh/h	0	274	0	2433	3496	0
Arrive On Green	0.00	0.17	0.00	0.00	0.69	0.00
Sat Flow, veh/h	0	1577	0	3725	5421	0
Grp Volume(v), veh/h	0	226	0	0	1207	0
Grp Sat Flow(s),veh/h/ln	0	1584	0	1770	1695	0
Q Serve(g_s), s	0.0	8.9	0.0	0.0	6.3	0.0
Cycle Q Clear(g_c), s	0.0	8.9	0.0	0.0	6.3	0.0
Prop In Lane	0.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	0	276	0	2433	3496	0
V/C Ratio(X)	0.00	0.82	0.00	0.00	0.35	0.00
Avail Cap(c_a), veh/h	0	573	0	2433	3496	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.9	0.0	0.0	4.2	0.0
Incr Delay (d2), s/veh	0.0	6.0	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	0.0	0.0	3.0	0.0
LnGrp Delay(d),s/veh	0.0	31.8	0.0	0.0	4.4	0.0
LnGrp LOS		C			A	
Approach Vol, veh/h	226			0	1207	
Approach Delay, s/veh	31.8			0.0	4.4	
Approach LOS	C				A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		49.2		15.8		49.2		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		32.5		23.5		32.5		
Max Q Clear Time (g_c+I1), s		0.0		10.9		8.3		
Green Ext Time (p_c), s		0.0		0.6		9.7		

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	386	37	130	454	325	129
Future Volume (veh/h)	386	37	130	454	325	129
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	457	0	141	493	353	140
Adj No. of Lanes	2	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	619	282	172	602	457	1258
Arrive On Green	0.17	0.00	0.47	0.47	0.13	0.68
Sat Flow, veh/h	3548	1615	364	1274	1774	1863
Grp Volume(v), veh/h	457	0	0	634	353	140
Grp Sat Flow(s),veh/h/ln	1774	1615	0	1638	1774	1863
Q Serve(g_s), s	7.3	0.0	0.0	20.0	5.5	1.6
Cycle Q Clear(g_c), s	7.3	0.0	0.0	20.0	5.5	1.6
Prop In Lane	1.00	1.00		0.78	1.00	
Lane Grp Cap(c), veh/h	619	282	0	774	457	1258
V/C Ratio(X)	0.74	0.00	0.00	0.82	0.77	0.11
Avail Cap(c_a), veh/h	1064	484	0	774	511	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	0.0	13.6	11.4	3.4
Incr Delay (d2), s/veh	1.7	0.0	0.0	9.5	6.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	11.0	3.8	0.9
LnGrp Delay(d),s/veh	25.2	0.0	0.0	23.1	17.9	3.6
LnGrp LOS	C			C	B	A
Approach Vol, veh/h	457		634			493
Approach Delay, s/veh	25.2		23.1			13.8
Approach LOS	C		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.2	32.8				45.0		15.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	9.5	19.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	7.5	22.0				3.6		9.3
Green Ext Time (p_c), s	0.3	0.0				6.3		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Notes

CUMULATIVE BASE

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	53	5	0	3	54	980	4	23	2520	85
Future Volume (veh/h)	82	0	53	5	0	3	54	980	4	23	2520	85
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	89	0	58	5	0	3	59	1065	4	25	2739	92
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	5	70	206	0	190	110	2852	11	428	3986	133
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.12	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	853	45	585	1340	0	1583	94	3616	14	526	5055	168
Grp Volume(v), veh/h	147	0	0	5	0	3	59	521	548	25	1828	1003
Grp Sat Flow(s),veh/h/ln	1484	0	0	1340	0	1583	94	1770	1860	526	1695	1833
Q Serve(g_s), s	11.0	0.0	0.0	0.0	0.0	0.2	64.0	10.6	10.6	1.8	29.7	30.6
Cycle Q Clear(g_c), s	11.6	0.0	0.0	0.4	0.0	0.2	94.6	10.6	10.6	12.4	29.7	30.6
Prop In Lane	0.61		0.39	1.00		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	226	0	0	206	0	190	110	1396	1467	428	2674	1446
V/C Ratio(X)	0.65	0.00	0.00	0.02	0.00	0.02	0.54	0.37	0.37	0.06	0.68	0.69
Avail Cap(c_a), veh/h	540	0	0	492	0	528	110	1396	1467	428	2674	1446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	0.0	46.7	0.0	46.6	32.9	3.8	3.8	5.7	5.8	5.9
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.0	0.0	0.0	17.5	0.8	0.7	0.3	1.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	0.1	0.0	0.1	2.5	5.4	5.6	0.3	14.0	16.1
LnGrp Delay(d),s/veh	54.7	0.0	0.0	46.7	0.0	46.6	50.3	4.6	4.5	5.9	7.3	8.7
LnGrp LOS	D			D		D	D	A	A	A	A	A
Approach Vol, veh/h		147			8			1128			2856	
Approach Delay, s/veh		54.7			46.7			6.9			7.7	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		100.6		19.4		100.6		19.4
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s		69.0		40.0		69.0		40.0
Max Q Clear Time (g_c+I1), s		32.6		2.4		96.6		13.6
Green Ext Time (p_c), s		36.1		0.9		0.0		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	24	152	84	44	46	137	969	93	263	2218	75
Future Volume (veh/h)	44	24	152	84	44	46	137	969	93	263	2218	75
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	48	26	165	91	48	50	149	1053	101	286	2411	82
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	247	210	203	234	210	190	2274	218	417	3567	121
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.04	0.70	0.70	0.05	0.71	0.71
Sat Flow, veh/h	1292	1863	1583	1187	1770	1583	1774	3264	313	1774	5052	171
Grp Volume(v), veh/h	48	26	165	91	48	50	149	571	583	286	1614	879
Grp Sat Flow(s),veh/h/ln	1292	1863	1583	1187	1770	1583	1774	1770	1808	1774	1695	1833
Q Serve(g_s), s	4.1	1.5	12.1	8.8	2.9	3.4	2.9	17.3	17.3	5.8	32.0	32.5
Cycle Q Clear(g_c), s	7.5	1.5	12.1	10.2	2.9	3.4	2.9	17.3	17.3	5.8	32.0	32.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.09
Lane Grp Cap(c), veh/h	194	247	210	203	234	210	190	1233	1259	417	2393	1294
V/C Ratio(X)	0.25	0.11	0.79	0.45	0.20	0.24	0.79	0.46	0.46	0.69	0.67	0.68
Avail Cap(c_a), veh/h	459	629	534	446	597	534	206	1233	1259	417	2393	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	45.8	50.4	50.3	46.4	46.6	23.6	8.1	8.1	7.6	9.9	10.0
Incr Delay (d2), s/veh	0.7	0.2	6.4	1.6	0.4	0.6	16.8	1.3	1.2	4.7	1.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.8	5.7	3.0	1.5	1.5	4.3	8.8	9.0	3.7	15.3	17.2
LnGrp Delay(d),s/veh	50.7	46.0	56.8	51.9	46.9	47.2	40.4	9.4	9.4	12.3	11.4	12.9
LnGrp LOS	D	D	E	D	D	D	D	A	A	B	B	B
Approach Vol, veh/h		239			189			1303			2779	
Approach Delay, s/veh		54.4			49.4			12.9			12.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	90.7		20.4	10.0	89.6		20.4
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	4.9	34.5		12.2	7.8	19.3		14.1
Green Ext Time (p_c), s	0.0	23.2		1.8	0.0	36.7		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	8	37	126	52	111	53	1033	205	254	2032	133
Future Volume (veh/h)	66	8	37	126	52	111	53	1033	205	254	2032	133
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	72	9	40	137	57	121	58	1123	223	276	2209	145
Adj No. of Lanes	2	1	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	109	92	178	181	162	125	2566	1148	301	2333	1044
Arrive On Green	0.04	0.06	0.06	0.07	0.10	0.10	0.03	0.73	0.73	0.66	0.66	0.66
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	3539	1583	404	3539	1583
Grp Volume(v), veh/h	72	9	40	137	57	121	58	1123	223	276	2209	145
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1770	1583	404	1770	1583
Q Serve(g_s), s	2.5	0.5	2.6	5.0	3.6	8.9	1.2	15.3	5.4	71.7	67.9	4.1
Cycle Q Clear(g_c), s	2.5	0.5	2.6	5.0	3.6	8.9	1.2	15.3	5.4	79.1	67.9	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	109	92	178	181	162	125	2566	1148	301	2333	1044
V/C Ratio(X)	0.59	0.08	0.43	0.77	0.32	0.75	0.47	0.44	0.19	0.92	0.95	0.14
Avail Cap(c_a), veh/h	731	621	528	289	442	396	303	2566	1148	301	2333	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	53.5	42.0	53.5	50.0	52.4	31.5	6.6	5.3	28.7	18.6	7.7
Incr Delay (d2), s/veh	4.6	0.3	3.2	6.8	1.0	6.7	2.7	0.5	0.4	34.2	9.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	1.2	4.8	1.8	4.2	1.4	7.5	2.5	12.0	36.0	1.9
LnGrp Delay(d),s/veh	61.6	53.8	45.1	60.3	51.0	59.1	34.2	7.2	5.7	62.9	28.3	8.0
LnGrp LOS	E	D	D	E	D	E	C	A	A	E	C	A
Approach Vol, veh/h		121			315			1404			2630	
Approach Delay, s/veh		55.6			58.2			8.1			30.8	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	7.9	85.1	8.7	18.3		93.0	14.0	13.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	3.2	81.1	4.5	10.9		17.3	7.0	4.6
Green Ext Time (p_c), s	0.1	0.0	0.2	1.3		29.9	0.9	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	803	2	26	383	66	543	926	341	183	389	404
Future Volume (veh/h)	99	803	2	26	383	66	543	926	341	183	389	404
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	108	873	2	28	416	72	590	1007	371	199	363	479
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	706	2	88	590	264	626	897	327	417	438	745
Arrive On Green	0.08	0.19	0.19	0.05	0.17	0.17	0.35	0.35	0.35	0.24	0.24	0.24
Sat Flow, veh/h	1774	3623	8	1774	3539	1583	1774	2542	927	1774	1863	3167
Grp Volume(v), veh/h	108	426	449	28	416	72	590	698	680	199	363	479
Grp Sat Flow(s),veh/h/ln	1774	1770	1861	1774	1770	1583	1774	1770	1699	1774	1863	1583
Q Serve(g_s), s	7.5	24.6	24.6	1.9	14.0	5.0	40.6	44.5	44.5	12.2	23.3	17.2
Cycle Q Clear(g_c), s	7.5	24.6	24.6	1.9	14.0	5.0	40.6	44.5	44.5	12.2	23.3	17.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	138	345	363	88	590	264	626	625	600	417	438	745
V/C Ratio(X)	0.79	1.24	1.24	0.32	0.70	0.27	0.94	1.12	1.13	0.48	0.83	0.64
Avail Cap(c_a), veh/h	217	345	363	217	688	308	626	625	600	556	584	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	50.8	50.8	57.8	49.6	45.8	39.5	40.8	40.8	41.5	45.8	43.4
Incr Delay (d2), s/veh	9.4	129.3	128.3	2.1	2.7	0.6	22.9	72.5	79.6	0.8	7.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	24.3	25.5	1.0	7.0	2.2	23.8	34.3	34.1	6.1	12.9	7.6
LnGrp Delay(d),s/veh	66.5	180.0	179.1	59.9	52.3	46.4	62.4	113.3	120.4	42.4	53.2	44.4
LnGrp LOS	E	F	F	E	D	D	E	F	F	D	D	D
Approach Vol, veh/h		983			516			1968			1041	
Approach Delay, s/veh		167.1			51.9			100.5			47.0	
Approach LOS		F			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	30.1		35.2	14.4	26.5		50.0
Change Period (Y+Rc), s	4.6	5.5		5.5	4.6	5.5		5.5
Max Green Setting (Gmax), s	15.4	24.5		39.5	15.4	24.5		44.5
Max Q Clear Time (g_c+I1), s	13.9	26.6		25.3	9.5	16.0		46.5
Green Ext Time (p_c), s	0.0	0.0		4.3	0.1	5.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	97.1
HCM 2010 LOS	F

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	306	0	0	2331	281
Future Volume (Veh/h)	0	306	0	0	2331	281
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	333	0	0	2534	305
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2686	997	2534			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2686	997	2534			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	0	100			
cM capacity (veh/h)	18	243	174			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	333	0	0	1014	1014	812
Volume Left	0	0	0	0	0	0
Volume Right	333	0	0	0	0	305
cSH	243	1700	1700	1700	1700	1700
Volume to Capacity	1.37	0.00	0.00	0.60	0.60	0.48
Queue Length 95th (ft)	454	0	0	0	0	0
Control Delay (s)	231.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	F					
Approach Delay (s)	231.1	0.0		0.0		
Approach LOS	F					

Intersection Summary				
Average Delay	24.3			
Intersection Capacity Utilization	76.9%	ICU Level of Service		D
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	114	127	322	1156	13
Future Volume (Veh/h)	1	114	127	322	1156	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	124	138	350	1257	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1715	636	1271			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1715	636	1271			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	71	75			
cM capacity (veh/h)	60	421	542			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	125	138	175	175	838	433
Volume Left	1	138	0	0	0	0
Volume Right	124	0	0	0	0	14
cSH	402	542	1700	1700	1700	1700
Volume to Capacity	0.31	0.25	0.10	0.10	0.49	0.25
Queue Length 95th (ft)	33	25	0	0	0	0
Control Delay (s)	18.0	13.9	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	18.0	3.9			0.0	
Approach LOS	C					

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	56.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	430	48	149	263	343	124
Future Volume (vph)	430	48	149	263	343	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	467	52	162	286	373	135

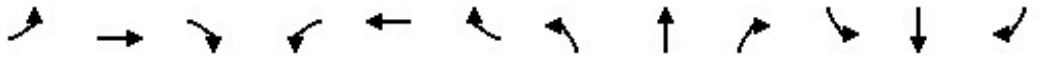
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	311	208	448	373	135
Volume Left (vph)	311	156	0	373	0
Volume Right (vph)	0	52	286	0	0
Hadj (s)	0.53	0.23	-0.35	0.53	0.03
Departure Headway (s)	7.9	7.5	6.5	7.7	7.2
Degree Utilization, x	0.68	0.44	0.81	0.79	0.27
Capacity (veh/h)	440	464	541	459	492
Control Delay (s)	24.7	15.0	31.9	33.0	11.6
Approach Delay (s)	20.8		31.9	27.3	
Approach LOS	C		D	D	

Intersection Summary			
Delay	26.4		
Level of Service	D		
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	0	58	13	0	16	53	2165	2	6	1262	85
Future Volume (veh/h)	96	0	58	13	0	16	53	2165	2	6	1262	85
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	104	0	63	14	0	17	58	2353	2	7	1372	92
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	5	75	231	0	223	304	2785	2	111	3737	251
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	847	37	536	1334	0	1583	361	3629	3	151	4869	326
Grp Volume(v), veh/h	167	0	0	14	0	17	58	1147	1208	7	955	509
Grp Sat Flow(s),veh/h/ln	1421	0	0	1334	0	1583	361	1770	1862	151	1695	1805
Q Serve(g_s), s	12.7	0.0	0.0	0.0	0.0	1.1	7.4	51.4	51.5	3.9	10.9	10.9
Cycle Q Clear(g_c), s	13.8	0.0	0.0	1.2	0.0	1.1	18.4	51.4	51.5	55.3	10.9	10.9
Prop In Lane	0.62		0.38	1.00		1.00	1.00		0.00	1.00		0.18
Lane Grp Cap(c), veh/h	249	0	0	231	0	223	304	1358	1429	111	2602	1386
V/C Ratio(X)	0.67	0.00	0.00	0.06	0.00	0.08	0.19	0.84	0.84	0.06	0.37	0.37
Avail Cap(c_a), veh/h	529	0	0	488	0	528	304	1358	1429	111	2602	1386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	0.0	44.8	0.0	44.8	7.5	9.2	9.2	27.5	4.5	4.5
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.1	0.0	0.1	1.4	6.6	6.3	1.1	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	0.4	0.0	0.5	0.9	27.0	28.3	0.2	5.2	5.7
LnGrp Delay(d),s/veh	53.5	0.0	0.0	44.9	0.0	44.9	8.9	15.8	15.5	28.6	4.9	5.3
LnGrp LOS	D			D		D	A	B	B	C	A	A
Approach Vol, veh/h		167			31			2413			1471	
Approach Delay, s/veh		53.5			44.9			15.5			5.1	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		98.1		21.9		98.1		21.9
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s		69.0		40.0		69.0		40.0
Max Q Clear Time (g_c+I1), s		57.3		3.2		53.5		15.8
Green Ext Time (p_c), s		11.6		1.2		15.5		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	26	188	122	46	275	113	1835	51	56	1253	33
Future Volume (veh/h)	74	26	188	122	46	275	113	1835	51	56	1253	33
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	80	28	204	133	50	299	123	1995	55	61	1362	36
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	526	447	371	500	447	290	1997	55	111	2805	74
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.05	0.57	0.57	0.03	0.55	0.55
Sat Flow, veh/h	1028	1863	1583	1144	1770	1583	1774	3519	97	1774	5095	135
Grp Volume(v), veh/h	80	28	204	133	50	299	123	999	1051	61	906	492
Grp Sat Flow(s),veh/h/ln	1028	1863	1583	1144	1770	1583	1774	1770	1846	1774	1695	1839
Q Serve(g_s), s	9.0	1.3	12.7	11.5	2.5	20.0	3.6	67.2	68.1	1.8	19.7	19.7
Cycle Q Clear(g_c), s	29.0	1.3	12.7	12.8	2.5	20.0	3.6	67.2	68.1	1.8	19.7	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	179	526	447	371	500	447	290	1004	1048	111	1867	1012
V/C Ratio(X)	0.45	0.05	0.46	0.36	0.10	0.67	0.42	0.99	1.00	0.55	0.49	0.49
Avail Cap(c_a), veh/h	235	629	534	433	597	534	297	1004	1048	149	1867	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	31.4	35.4	36.0	31.8	38.1	12.9	25.8	25.9	29.2	16.5	16.5
Incr Delay (d2), s/veh	1.7	0.0	0.7	0.6	0.1	2.5	1.0	27.1	28.7	4.1	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.7	5.6	3.7	1.2	9.0	1.8	40.0	42.7	1.2	9.4	10.4
LnGrp Delay(d),s/veh	52.6	31.4	36.2	36.6	31.9	40.5	13.8	52.8	54.6	33.3	17.4	18.2
LnGrp LOS	D	C	D	D	C	D	B	D	F	C	B	B
Approach Vol, veh/h		312			482			2173			1459	
Approach Delay, s/veh		40.0			38.6			51.5			18.4	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	72.1		38.4	7.5	74.1		38.4
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	5.6	21.7		22.0	3.8	70.1		31.0
Green Ext Time (p_c), s	0.0	34.3		3.9	0.0	0.0		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	9	12	191	78	293	20	1580	111	146	1378	41
Future Volume (veh/h)	97	9	12	191	78	293	20	1580	111	146	1378	41
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	105	10	13	208	85	318	22	1717	121	159	1498	45
Adj No. of Lanes	2	1	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	109	92	409	390	349	158	2105	942	114	1911	855
Arrive On Green	0.05	0.06	0.06	0.20	0.22	0.22	0.02	0.59	0.59	0.54	0.54	0.54
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	3539	1583	251	3539	1583
Grp Volume(v), veh/h	105	10	13	208	85	318	22	1717	121	159	1498	45
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1770	1583	251	1770	1583
Q Serve(g_s), s	3.6	0.6	0.8	8.2	4.7	23.5	0.6	45.8	4.0	25.6	40.5	1.6
Cycle Q Clear(g_c), s	3.6	0.6	0.8	8.2	4.7	23.5	0.6	45.8	4.0	64.8	40.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	109	92	409	390	349	158	2105	942	114	1911	855
V/C Ratio(X)	0.64	0.09	0.14	0.51	0.22	0.91	0.14	0.82	0.13	1.40	0.78	0.05
Avail Cap(c_a), veh/h	731	621	528	409	442	396	357	2105	942	114	1911	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	53.5	42.4	40.8	38.3	45.7	19.1	19.1	10.7	54.0	22.0	13.1
Incr Delay (d2), s/veh	4.2	0.4	0.7	1.0	0.3	23.3	0.4	3.6	0.3	224.8	3.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.3	0.4	6.1	2.3	12.5	0.3	23.2	1.8	10.8	20.6	0.7
LnGrp Delay(d),s/veh	60.3	53.9	43.1	41.9	38.6	69.0	19.5	22.8	10.9	278.7	25.3	13.2
LnGrp LOS	E	D	D	D	D	E	B	C	B	F	C	B
Approach Vol, veh/h		128			611			1860			1702	
Approach Delay, s/veh		58.1			55.5			21.9			48.7	
Approach LOS		E			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	6.6	70.8	10.2	32.4		77.4	29.6	13.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	2.6	66.8	5.6	25.5		47.8	10.2	2.8
Green Ext Time (p_c), s	0.0	0.0	0.3	0.9		0.2	1.6	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	924	1	91	898	244	114	661	75	116	389	530
Future Volume (veh/h)	110	924	1	91	898	244	114	661	75	116	389	530
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	120	1004	1	99	976	265	124	718	82	126	423	576
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	736	1	139	704	315	499	900	103	473	496	844
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.28	0.28	0.28	0.27	0.27	0.27
Sat Flow, veh/h	1774	3628	4	1774	3539	1583	1774	3202	366	1774	1863	3167
Grp Volume(v), veh/h	120	490	515	99	976	265	124	397	403	126	423	576
Grp Sat Flow(s),veh/h/ln	1774	1770	1862	1774	1770	1583	1774	1770	1798	1774	1863	1583
Q Serve(g_s), s	8.2	25.0	25.0	6.7	24.5	19.8	6.7	25.6	25.6	6.9	26.6	20.1
Cycle Q Clear(g_c), s	8.2	25.0	25.0	6.7	24.5	19.8	6.7	25.6	25.6	6.9	26.6	20.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	146	359	378	139	704	315	499	497	505	473	496	844
V/C Ratio(X)	0.82	1.36	1.36	0.71	1.39	0.84	0.25	0.80	0.80	0.27	0.85	0.68
Avail Cap(c_a), veh/h	222	359	378	222	704	315	641	639	650	569	597	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	49.1	49.1	55.4	49.3	47.5	34.2	41.0	41.0	35.7	42.9	40.5
Incr Delay (d2), s/veh	13.6	181.0	180.2	6.6	182.7	18.2	0.4	6.3	6.3	0.3	9.9	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	30.2	31.7	3.6	29.8	10.3	3.3	13.3	13.5	3.4	15.0	8.9
LnGrp Delay(d),s/veh	69.2	230.1	229.3	62.0	232.1	65.7	34.6	47.4	47.3	36.0	52.8	42.0
LnGrp LOS	E	F	F	E	F	E	C	D	D	D	D	D
Approach Vol, veh/h		1125			1340			924			1125	
Approach Delay, s/veh		212.6			186.6			45.6			45.4	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.3	30.5		38.3	14.7	30.0		40.1
Change Period (Y+Rc), s	4.6	5.5		5.5	4.6	5.5		5.5
Max Green Setting (Gmax), s	15.4	24.5		39.5	15.4	24.5		44.5
Max Q Clear Time (g_c+I1), s	10.7	27.0		28.6	10.2	26.5		27.6
Green Ext Time (p_c), s	0.1	0.0		4.3	0.1	0.0		7.0

Intersection Summary	
HCM 2010 Ctrl Delay	129.0
HCM 2010 LOS	F

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	214	0	0	1142	147
Future Volume (Veh/h)	0	214	0	0	1142	147
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	233	0	0	1241	160
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1321	494	1241			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1321	494	1241			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	55	100			
cM capacity (veh/h)	148	521	557			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	233	0	0	496	496	408
Volume Left	0	0	0	0	0	0
Volume Right	233	0	0	0	0	160
cSH	521	1700	1700	1700	1700	1700
Volume to Capacity	0.45	0.00	0.00	0.29	0.29	0.24
Queue Length 95th (ft)	57	0	0	0	0	0
Control Delay (s)	17.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	17.4	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	45.3%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	174	106	702	539	4
Future Volume (Veh/h)	16	174	106	702	539	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	189	115	763	586	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1200	295	590			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1200	295	590			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	73	88			
cM capacity (veh/h)	157	701	982			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	206	115	382	382	391	199
Volume Left	17	115	0	0	0	0
Volume Right	189	0	0	0	0	4
cSH	545	982	1700	1700	1700	1700
Volume to Capacity	0.38	0.12	0.22	0.22	0.23	0.12
Queue Length 95th (ft)	44	10	0	0	0	0
Control Delay (s)	15.6	9.2	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	15.6	1.2			0.0	
Approach LOS	C					

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	42.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	406	39	119	511	298	118
Future Volume (vph)	406	39	119	511	298	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	441	42	129	555	324	128

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	294	189	684	324	128
Volume Left (vph)	294	147	0	324	0
Volume Right (vph)	0	42	555	0	0
Hadj (s)	0.53	0.27	-0.45	0.53	0.03
Departure Headway (s)	7.8	7.6	6.2	7.6	7.1
Degree Utilization, x	0.64	0.40	1.19	0.68	0.25
Capacity (veh/h)	443	467	581	462	496
Control Delay (s)	22.6	14.3	122.8	24.3	11.3
Approach Delay (s)	19.3		122.8	20.6	
Approach LOS	C		F	C	

Intersection Summary			
Delay	63.4		
Level of Service	F		
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

CUMULATIVE PLUS PROJECT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	0	91	5	0	3	234	1020	4	23	2594	244
Future Volume (veh/h)	132	0	91	5	0	3	234	1020	4	23	2594	244
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	143	0	99	5	0	3	254	1109	4	25	2820	265
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	0	114	35	0	31	149	2468	9	333	3046	1209
Arrive On Green	0.16	0.00	0.16	0.02	0.00	0.02	0.05	0.68	0.68	0.60	0.60	0.60
Sat Flow, veh/h	999	0	692	1774	0	1583	1774	3617	13	504	5085	1583
Grp Volume(v), veh/h	242	0	0	5	0	3	254	543	570	25	2820	265
Grp Sat Flow(s),veh/h/ln	1691	0	0	1774	0	1583	1774	1770	1860	504	1695	1583
Q Serve(g_s), s	16.7	0.0	0.0	0.3	0.0	0.2	5.5	16.9	16.9	2.9	59.9	5.7
Cycle Q Clear(g_c), s	16.7	0.0	0.0	0.3	0.0	0.2	5.5	16.9	16.9	9.7	59.9	5.7
Prop In Lane	0.59		0.41	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	279	0	0	35	0	31	149	1207	1269	333	3046	1209
V/C Ratio(X)	0.87	0.00	0.00	0.14	0.00	0.10	1.71	0.45	0.45	0.08	0.93	0.22
Avail Cap(c_a), veh/h	423	0	0	444	0	396	149	1207	1269	333	3046	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	57.8	0.0	57.8	37.3	8.7	8.7	13.3	21.7	4.0
Incr Delay (d2), s/veh	11.7	0.0	0.0	1.9	0.0	1.4	346.4	1.2	1.2	0.4	6.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.0	0.2	0.0	0.1	19.2	8.5	9.0	0.4	29.4	4.3
LnGrp Delay(d),s/veh	60.6	0.0	0.0	59.7	0.0	59.1	383.7	9.9	9.9	13.7	27.9	4.4
LnGrp LOS	E			E		E	F	A	A	B	C	A
Approach Vol, veh/h		242			8			1367			3110	
Approach Delay, s/veh		60.6			59.5			79.4			25.8	
Approach LOS		E			E			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	77.9		7.3		87.9		24.8
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	5.5	34.0		30.0		44.0		30.0
Max Q Clear Time (g_c+I1), s	7.5	61.9		2.3		18.9		18.7
Green Ext Time (p_c), s	0.0	0.0		0.0		25.0		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	24	152	84	44	53	137	1229	93	265	2280	75
Future Volume (veh/h)	44	24	152	84	44	53	137	1229	93	265	2280	75
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	48	26	165	91	48	58	149	1336	101	288	2478	82
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	247	210	203	235	210	184	2323	175	331	3568	117
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.04	0.70	0.70	0.05	0.71	0.71
Sat Flow, veh/h	1283	1863	1583	1187	1770	1583	1774	3336	252	1774	5057	166
Grp Volume(v), veh/h	48	26	165	91	48	58	149	707	730	288	1656	904
Grp Sat Flow(s),veh/h/ln	1283	1863	1583	1187	1770	1583	1774	1770	1818	1774	1695	1833
Q Serve(g_s), s	4.2	1.5	12.1	8.8	2.9	4.0	2.9	24.2	24.5	5.9	33.8	34.4
Cycle Q Clear(g_c), s	8.2	1.5	12.1	10.2	2.9	4.0	2.9	24.2	24.5	5.9	33.8	34.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.09
Lane Grp Cap(c), veh/h	188	247	210	203	235	210	184	1232	1266	331	2392	1294
V/C Ratio(X)	0.26	0.11	0.78	0.45	0.20	0.28	0.81	0.57	0.58	0.87	0.69	0.70
Avail Cap(c_a), veh/h	451	629	534	446	597	534	200	1232	1266	331	2392	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	45.8	50.4	50.3	46.4	46.8	24.9	9.2	9.2	15.0	10.2	10.3
Incr Delay (d2), s/veh	0.7	0.2	6.3	1.5	0.4	0.7	20.2	1.9	1.9	21.2	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.8	5.6	3.0	1.4	1.8	4.5	12.4	12.8	8.6	16.2	18.2
LnGrp Delay(d),s/veh	51.2	45.9	56.7	51.8	46.8	47.5	45.1	11.2	11.2	36.2	11.8	13.4
LnGrp LOS	D	D	E	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		239			197			1586			2848	
Approach Delay, s/veh		54.4			49.3			14.3			14.8	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	90.7		20.4	10.0	89.6		20.4
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	4.9	36.4		12.2	7.9	26.5		14.1
Green Ext Time (p_c), s	0.0	22.0		1.8	0.0	31.3		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	8	37	126	52	111	53	1293	205	254	2094	133
Future Volume (veh/h)	66	8	37	126	52	111	53	1293	205	254	2094	133
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	72	9	40	137	57	121	58	1405	223	276	2276	145
Adj No. of Lanes	2	1	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	109	92	178	181	162	117	2566	1148	228	2333	1044
Arrive On Green	0.04	0.06	0.06	0.07	0.10	0.10	0.03	0.73	0.73	0.66	0.66	0.66
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	3539	1583	308	3539	1583
Grp Volume(v), veh/h	72	9	40	137	57	121	58	1405	223	276	2276	145
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1770	1583	308	1770	1583
Q Serve(g_s), s	2.5	0.5	2.6	5.0	3.6	8.9	1.2	21.7	5.4	65.3	73.7	4.1
Cycle Q Clear(g_c), s	2.5	0.5	2.6	5.0	3.6	8.9	1.2	21.7	5.4	79.1	73.7	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	109	92	178	181	162	117	2566	1148	228	2333	1044
V/C Ratio(X)	0.59	0.08	0.43	0.77	0.32	0.75	0.50	0.55	0.19	1.21	0.98	0.14
Avail Cap(c_a), veh/h	731	621	528	289	442	396	295	2566	1148	228	2333	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	53.5	42.0	53.5	50.0	52.4	32.5	7.5	5.3	36.0	19.5	7.7
Incr Delay (d2), s/veh	4.6	0.3	3.2	6.8	1.0	6.7	3.2	0.8	0.4	129.1	13.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	1.2	4.8	1.8	4.2	1.4	10.8	2.5	15.7	40.2	1.9
LnGrp Delay(d),s/veh	61.6	53.8	45.1	60.3	51.0	59.1	35.8	8.4	5.7	165.1	33.3	8.0
LnGrp LOS	E	D	D	E	D	E	D	A	A	F	C	A
Approach Vol, veh/h		121			315			1686			2697	
Approach Delay, s/veh		55.6			58.2			8.9			45.4	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	7.9	85.1	8.7	18.3		93.0	14.0	13.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	3.2	81.1	4.5	10.9		23.7	7.0	4.6
Green Ext Time (p_c), s	0.1	0.0	0.2	1.3		24.1	0.9	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	803	2	26	383	66	544	948	341	183	395	404
Future Volume (veh/h)	99	803	2	26	383	66	544	948	341	183	395	404
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	108	873	2	28	416	72	591	1030	371	199	364	482
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	705	2	88	590	264	626	903	322	418	439	747
Arrive On Green	0.08	0.19	0.19	0.05	0.17	0.17	0.35	0.35	0.35	0.24	0.24	0.24
Sat Flow, veh/h	1774	3623	8	1774	3539	1583	1774	2560	911	1774	1863	3167
Grp Volume(v), veh/h	108	426	449	28	416	72	591	708	693	199	364	482
Grp Sat Flow(s),veh/h/ln	1774	1770	1861	1774	1770	1583	1774	1770	1702	1774	1863	1583
Q Serve(g_s), s	7.5	24.6	24.6	1.9	14.0	5.0	40.8	44.5	44.5	12.2	23.4	17.3
Cycle Q Clear(g_c), s	7.5	24.6	24.6	1.9	14.0	5.0	40.8	44.5	44.5	12.2	23.4	17.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	137	344	362	88	590	264	626	624	600	418	439	747
V/C Ratio(X)	0.79	1.24	1.24	0.32	0.71	0.27	0.94	1.13	1.15	0.48	0.83	0.65
Avail Cap(c_a), veh/h	217	344	362	217	687	308	626	624	600	555	583	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	50.8	50.8	57.9	49.6	45.9	39.6	40.8	40.8	41.5	45.8	43.5
Incr Delay (d2), s/veh	9.5	129.6	128.7	2.1	2.7	0.6	23.3	79.2	87.1	0.8	7.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	24.4	25.5	1.0	7.1	2.2	24.1	35.4	35.4	6.1	12.9	7.7
LnGrp Delay(d),s/veh	66.6	180.4	179.5	59.9	52.4	46.4	62.9	120.0	127.9	42.3	53.2	44.4
LnGrp LOS	E	F	F	E	D	D	E	F	F	D	D	D
Approach Vol, veh/h		983			516			1992			1045	
Approach Delay, s/veh		167.5			51.9			105.8			47.1	
Approach LOS		F			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	30.1		35.2	14.4	26.5		50.0
Change Period (Y+Rc), s	4.6	5.5		5.5	4.6	5.5		5.5
Max Green Setting (Gmax), s	15.4	24.5		39.5	15.4	24.5		44.5
Max Q Clear Time (g_c+I1), s	13.9	26.6		25.4	9.5	16.0		46.5
Green Ext Time (p_c), s	0.0	0.0		4.3	0.1	5.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.5
HCM 2010 LOS	F

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	336	0	0	2533	368
Future Volume (Veh/h)	0	336	0	0	2533	368
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	365	0	0	2753	400
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2953	1118	2753			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2953	1118	2753			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	0	100			
cM capacity (veh/h)	11	201	142			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	365	0	0	1101	1101	951
Volume Left	0	0	0	0	0	0
Volume Right	365	0	0	0	0	400
cSH	201	1700	1700	1700	1700	1700
Volume to Capacity	1.81	0.00	0.00	0.65	0.65	0.56
Queue Length 95th (ft)	644	0	0	0	0	0
Control Delay (s)	424.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	F					
Approach Delay (s)	424.4	0.0		0.0		
Approach LOS	F					

Intersection Summary				
Average Delay	44.0			
Intersection Capacity Utilization	84.6%	ICU Level of Service		E
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	148	271	329	1185	63
Future Volume (Veh/h)	13	148	271	329	1185	63
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	161	295	358	1288	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2091	678	1356			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2091	678	1356			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	25	59	41			
cM capacity (veh/h)	19	395	503			

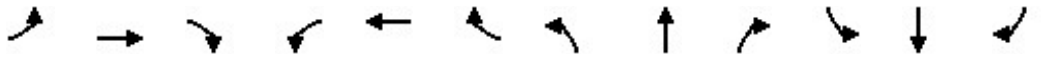
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	175	295	179	179	859	497
Volume Left	14	295	0	0	0	0
Volume Right	161	0	0	0	0	68
cSH	151	503	1700	1700	1700	1700
Volume to Capacity	1.16	0.59	0.11	0.11	0.51	0.29
Queue Length 95th (ft)	243	93	0	0	0	0
Control Delay (s)	180.7	21.8	0.0	0.0	0.0	0.0
Lane LOS	F	C				
Approach Delay (s)	180.7	9.8			0.0	
Approach LOS	F					

Intersection Summary				
Average Delay	17.4			
Intersection Capacity Utilization	69.6%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	430	48	171	263	347	125
Future Volume (vph)	430	48	171	263	347	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	467	52	186	286	377	136

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	311	208	472	377	136
Volume Left (vph)	311	156	0	377	0
Volume Right (vph)	0	52	286	0	0
Hadj (s)	0.53	0.23	-0.33	0.53	0.03
Departure Headway (s)	7.9	7.6	6.6	7.7	7.2
Degree Utilization, x	0.69	0.44	0.86	0.81	0.27
Capacity (veh/h)	436	458	540	456	488
Control Delay (s)	25.4	15.3	37.9	34.9	11.7
Approach Delay (s)	21.4		37.9	28.8	
Approach LOS	C		E	D	

Intersection Summary			
Delay	29.1		
Level of Service	D		
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	0	243	13	0	16	125	2196	2	6	1330	147
Future Volume (veh/h)	340	0	243	13	0	16	125	2196	2	6	1330	147
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	370	0	264	14	0	17	136	2387	2	7	1446	160
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	0	182	95	0	85	179	2013	2	60	2821	1287
Arrive On Green	0.26	0.00	0.26	0.05	0.00	0.05	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	986	0	703	1774	0	1583	315	3629	3	146	5085	1583
Grp Volume(v), veh/h	634	0	0	14	0	17	136	1164	1225	7	1446	160
Grp Sat Flow(s),veh/h/ln	1689	0	0	1774	0	1583	315	1770	1862	146	1695	1583
Q Serve(g_s), s	31.0	0.0	0.0	0.9	0.0	1.2	45.3	66.6	66.6	0.0	21.2	2.5
Cycle Q Clear(g_c), s	31.0	0.0	0.0	0.9	0.0	1.2	66.6	66.6	66.6	66.6	21.2	2.5
Prop In Lane	0.58		0.42	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	0	0	95	0	85	179	982	1033	60	2821	1287
V/C Ratio(X)	1.45	0.00	0.00	0.15	0.00	0.20	0.76	1.19	1.19	0.12	0.51	0.12
Avail Cap(c_a), veh/h	436	0	0	444	0	396	179	982	1033	60	2821	1287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	0.0	54.2	0.0	54.3	40.2	26.7	26.7	60.0	16.6	2.3
Incr Delay (d2), s/veh	216.2	0.0	0.0	0.7	0.0	1.1	25.8	94.0	93.7	3.9	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.6	0.0	0.0	0.5	0.0	0.6	5.8	57.8	60.7	0.3	10.1	2.7
LnGrp Delay(d),s/veh	260.7	0.0	0.0	54.9	0.0	55.5	66.0	120.7	120.4	63.9	17.3	2.5
LnGrp LOS	F			D		E	E	F	F	E	B	A
Approach Vol, veh/h		634			31			2525			1613	
Approach Delay, s/veh		260.7			55.2			117.6			16.0	
Approach LOS		F			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		72.6		11.4		72.6		36.0
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s		43.0		30.0		43.0		31.0
Max Q Clear Time (g_c+I1), s		68.6		3.2		68.6		33.0
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		102.0
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	26	188	122	46	278	113	1938	51	64	1557	33
Future Volume (veh/h)	75	26	188	122	46	278	113	1938	51	64	1557	33
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	82	28	204	133	50	302	123	2107	55	70	1692	36
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	532	452	374	505	452	233	1983	52	115	2805	60
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.56	0.56	0.03	0.55	0.55
Sat Flow, veh/h	1025	1863	1583	1144	1770	1583	1774	3525	92	1774	5125	109
Grp Volume(v), veh/h	82	28	204	133	50	302	123	1053	1109	70	1119	609
Grp Sat Flow(s),veh/h/ln	1025	1863	1583	1144	1770	1583	1774	1770	1847	1774	1695	1844
Q Serve(g_s), s	9.2	1.3	12.7	11.5	2.5	20.2	3.6	67.5	67.5	2.1	26.8	26.8
Cycle Q Clear(g_c), s	29.4	1.3	12.7	12.8	2.5	20.2	3.6	67.5	67.5	2.1	26.8	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	180	532	452	374	505	452	233	996	1039	115	1855	1009
V/C Ratio(X)	0.46	0.05	0.45	0.36	0.10	0.67	0.53	1.06	1.07	0.61	0.60	0.60
Avail Cap(c_a), veh/h	233	629	534	434	597	534	239	996	1039	149	1855	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	31.1	35.1	35.7	31.5	37.8	16.0	26.2	26.2	29.1	18.4	18.4
Incr Delay (d2), s/veh	1.8	0.0	0.7	0.6	0.1	2.5	2.0	45.1	47.6	5.2	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.7	5.6	3.7	1.2	9.1	1.9	45.1	47.8	1.4	12.8	14.3
LnGrp Delay(d),s/veh	52.6	31.1	35.9	36.3	31.6	40.3	18.0	71.3	73.9	34.2	19.8	21.0
LnGrp LOS	D	C	D	D	C	D	B	F	F	C	B	C
Approach Vol, veh/h		314			485			2285			1798	
Approach Delay, s/veh		39.8			38.3			69.7			20.8	
Approach LOS		D			D			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	71.7		38.8	7.7	73.5		38.8
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	5.6	28.8		22.2	4.1	69.5		31.4
Green Ext Time (p_c), s	0.0	29.2		4.0	0.0	0.0		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	9	12	191	78	293	20	1683	111	146	1681	41
Future Volume (veh/h)	97	9	12	191	78	293	20	1683	111	146	1681	41
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	105	10	13	208	85	318	22	1829	121	159	1827	45
Adj No. of Lanes	2	1	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	109	92	409	390	349	103	2105	942	96	1911	855
Arrive On Green	0.05	0.06	0.06	0.20	0.22	0.22	0.02	0.59	0.59	0.54	0.54	0.54
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	3539	1583	225	3539	1583
Grp Volume(v), veh/h	105	10	13	208	85	318	22	1829	121	159	1827	45
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1770	1583	225	1770	1583
Q Serve(g_s), s	3.6	0.6	0.8	8.2	4.7	23.5	0.6	52.0	4.0	19.4	58.9	1.6
Cycle Q Clear(g_c), s	3.6	0.6	0.8	8.2	4.7	23.5	0.6	52.0	4.0	64.8	58.9	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	109	92	409	390	349	103	2105	942	96	1911	855
V/C Ratio(X)	0.64	0.09	0.14	0.51	0.22	0.91	0.21	0.87	0.13	1.65	0.96	0.05
Avail Cap(c_a), veh/h	731	621	528	409	442	396	301	2105	942	96	1911	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	53.5	42.4	40.8	38.3	45.7	28.0	20.4	10.7	56.3	26.2	13.1
Incr Delay (d2), s/veh	4.2	0.4	0.7	1.0	0.3	23.3	1.0	5.2	0.3	334.0	12.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.3	0.4	6.1	2.3	12.5	0.4	26.7	1.8	12.1	32.0	0.7
LnGrp Delay(d),s/veh	60.3	53.9	43.1	41.9	38.6	69.0	29.0	25.6	10.9	390.3	38.8	13.2
LnGrp LOS	E	D	D	D	D	E	C	C	B	F	D	B
Approach Vol, veh/h		128			611			1972			2031	
Approach Delay, s/veh		58.1			55.5			24.7			65.7	
Approach LOS		E			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	6.6	70.8	10.2	32.4		77.4	29.6	13.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	2.6	66.8	5.6	25.5		54.0	10.2	2.8
Green Ext Time (p_c), s	0.0	0.0	0.3	0.9		0.0	1.6	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	47.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	924	1	91	898	244	114	669	75	116	414	530
Future Volume (veh/h)	110	924	1	91	898	244	114	669	75	116	414	530
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	120	1004	1	99	976	265	124	727	82	126	450	576
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	723	1	136	686	307	498	901	102	490	514	874
Arrive On Green	0.08	0.20	0.20	0.08	0.19	0.19	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	3628	4	1774	3539	1583	1774	3207	362	1774	1863	3167
Grp Volume(v), veh/h	120	490	515	99	976	265	124	401	408	126	450	576
Grp Sat Flow(s),veh/h/ln	1774	1770	1862	1774	1770	1583	1774	1770	1799	1774	1863	1583
Q Serve(g_s), s	8.4	25.2	25.2	6.9	24.5	20.5	6.8	26.6	26.6	7.0	29.1	20.3
Cycle Q Clear(g_c), s	8.4	25.2	25.2	6.9	24.5	20.5	6.8	26.6	26.6	7.0	29.1	20.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	146	353	371	136	686	307	498	497	505	490	514	874
V/C Ratio(X)	0.82	1.39	1.39	0.73	1.42	0.86	0.25	0.81	0.81	0.26	0.88	0.66
Avail Cap(c_a), veh/h	216	353	371	216	686	307	625	623	634	555	583	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	50.6	50.6	57.0	50.9	49.3	35.1	42.2	42.2	35.6	43.6	40.5
Incr Delay (d2), s/veh	14.7	191.4	190.6	7.2	198.3	21.5	0.4	7.1	7.0	0.3	12.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	31.0	32.5	3.7	30.8	10.8	3.4	14.0	14.2	3.5	16.8	9.1
LnGrp Delay(d),s/veh	71.8	242.0	241.2	64.2	249.2	70.8	35.5	49.3	49.2	35.9	56.5	41.8
LnGrp LOS	E	F	F	E	F	E	D	D	D	D	E	D
Approach Vol, veh/h		1125			1340			933			1152	
Approach Delay, s/veh		223.5			200.2			47.4			46.9	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.3	30.7		40.4	15.0	30.0		41.0
Change Period (Y+Rc), s	4.6	5.5		5.5	4.6	5.5		5.5
Max Green Setting (Gmax), s	15.4	24.5		39.5	15.4	24.5		44.5
Max Q Clear Time (g_c+I1), s	10.4	27.2		31.1	10.4	26.5		28.6
Green Ext Time (p_c), s	0.1	0.0		3.7	0.1	0.0		6.8

Intersection Summary	
HCM 2010 Ctrl Delay	135.8
HCM 2010 LOS	F

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	265	0	0	1222	182
Future Volume (Veh/h)	0	265	0	0	1222	182
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	288	0	0	1328	198
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1427	542	1328			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1427	542	1328			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	41	100			
cM capacity (veh/h)	126	485	516			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	288	0	0	531	531	464
Volume Left	0	0	0	0	0	0
Volume Right	288	0	0	0	0	198
cSH	485	1700	1700	1700	1700	1700
Volume to Capacity	0.59	0.00	0.00	0.31	0.31	0.27
Queue Length 95th (ft)	95	0	0	0	0	0
Control Delay (s)	22.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	22.7	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	50.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	342	163	736	550	24
Future Volume (Veh/h)	75	342	163	736	550	24
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	372	177	800	598	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1365	312	624			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1365	312	624			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	27	46	81			
cM capacity (veh/h)	113	684	953			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	454	177	400	400	399	225
Volume Left	82	177	0	0	0	0
Volume Right	372	0	0	0	0	26
cSH	357	953	1700	1700	1700	1700
Volume to Capacity	1.27	0.19	0.24	0.24	0.23	0.13
Queue Length 95th (ft)	511	17	0	0	0	0
Control Delay (s)	173.5	9.6	0.0	0.0	0.0	0.0
Lane LOS	F	A				
Approach Delay (s)	173.5	1.7			0.0	
Approach LOS	F					

Intersection Summary			
Average Delay	39.1		
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	406	39	127	511	314	126
Future Volume (vph)	406	39	127	511	314	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	441	42	138	555	341	137

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	294	189	693	341	137
Volume Left (vph)	294	147	0	341	0
Volume Right (vph)	0	42	555	0	0
Hadj (s)	0.53	0.27	-0.45	0.53	0.03
Departure Headway (s)	7.9	7.6	6.3	7.6	7.1
Degree Utilization, x	0.64	0.40	1.21	0.72	0.27
Capacity (veh/h)	441	464	579	463	496
Control Delay (s)	22.9	14.4	132.8	26.7	11.5
Approach Delay (s)	19.6		132.8	22.3	
Approach LOS	C		F	C	

Intersection Summary			
Delay	67.8		
Level of Service	F		
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		

CUMULATIVE PLUS PROJECT MITIGATION

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	0	91	5	0	3	234	1020	4	23	2594	244
Future Volume (veh/h)	132	0	91	5	0	3	234	1020	4	23	2594	244
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	143	0	99	5	0	3	254	1109	4	25	2820	265
Adj No. of Lanes	1	1	0	1	1	0	2	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	0	194	134	0	194	306	4194	15	395	3462	1078
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.12	0.09	0.80	0.80	0.68	0.68	0.68
Sat Flow, veh/h	1408	0	1583	1291	0	1583	3442	5231	19	504	5085	1583
Grp Volume(v), veh/h	143	0	99	5	0	3	254	719	394	25	2820	265
Grp Sat Flow(s),veh/h/ln	1408	0	1583	1291	0	1583	1721	1695	1859	504	1695	1583
Q Serve(g_s), s	13.9	0.0	8.2	0.5	0.0	0.2	10.2	7.5	7.5	2.3	55.6	9.0
Cycle Q Clear(g_c), s	14.1	0.0	8.2	8.7	0.0	0.2	10.2	7.5	7.5	2.3	55.6	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	222	0	194	134	0	194	306	2718	1491	395	3462	1078
V/C Ratio(X)	0.65	0.00	0.51	0.04	0.00	0.02	0.83	0.26	0.26	0.06	0.81	0.25
Avail Cap(c_a), veh/h	460	0	463	353	0	463	381	2718	1491	395	3462	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.2	0.0	57.5	61.6	0.0	54.0	62.7	3.5	3.5	7.5	16.0	8.6
Incr Delay (d2), s/veh	3.1	0.0	2.1	0.1	0.0	0.0	11.9	0.2	0.4	0.3	2.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	3.7	0.2	0.0	0.1	5.3	3.6	4.0	0.4	26.6	4.1
LnGrp Delay(d),s/veh	63.3	0.0	59.6	61.7	0.0	54.0	74.7	3.7	3.9	7.8	18.2	9.1
LnGrp LOS	E		E	E		D	E	A	A	A	B	A
Approach Vol, veh/h		242			8			1367			3110	
Approach Delay, s/veh		61.8			58.8			17.0			17.4	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	16.9	101.8		21.3		118.7		21.3
Change Period (Y+Rc), s	4.5	6.5		4.1		6.5		4.1
Max Green Setting (Gmax), s	15.5	68.5		40.9		88.5		40.9
Max Q Clear Time (g_c+I1), s	12.2	57.6		10.7		9.5		16.1
Green Ext Time (p_c), s	0.3	10.8		1.0		77.6		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	24	152	84	44	53	137	1229	93	265	2280	75
Future Volume (veh/h)	44	24	152	84	44	53	137	1229	93	265	2280	75
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	48	26	165	91	48	58	149	1336	101	288	2478	82
Adj No. of Lanes	1	1	1	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	247	210	203	235	210	184	3359	254	363	3568	117
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.04	0.70	0.70	0.05	0.71	0.71
Sat Flow, veh/h	1283	1863	1583	1187	1770	1583	1774	4824	365	1774	5057	166
Grp Volume(v), veh/h	48	26	165	91	48	58	149	939	498	288	1656	904
Grp Sat Flow(s),veh/h/ln	1283	1863	1583	1187	1770	1583	1774	1695	1798	1774	1695	1833
Q Serve(g_s), s	4.2	1.5	12.1	8.8	2.9	4.0	2.9	14.0	14.0	5.9	33.8	34.4
Cycle Q Clear(g_c), s	8.2	1.5	12.1	10.2	2.9	4.0	2.9	14.0	14.0	5.9	33.8	34.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.09
Lane Grp Cap(c), veh/h	188	247	210	203	235	210	184	2361	1252	363	2392	1294
V/C Ratio(X)	0.26	0.11	0.78	0.45	0.20	0.28	0.81	0.40	0.40	0.79	0.69	0.70
Avail Cap(c_a), veh/h	451	629	534	446	597	534	200	2361	1252	363	2392	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	45.8	50.4	50.3	46.4	46.8	24.9	7.7	7.7	8.3	10.2	10.3
Incr Delay (d2), s/veh	0.7	0.2	6.3	1.5	0.4	0.7	20.2	0.5	0.9	11.4	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.8	5.6	3.0	1.4	1.8	4.5	6.7	7.2	5.9	16.2	18.2
LnGrp Delay(d),s/veh	51.2	45.9	56.7	51.8	46.8	47.5	45.1	8.2	8.6	19.6	11.8	13.4
LnGrp LOS	D	D	E	D	D	D	D	A	A	B	B	B
Approach Vol, veh/h		239			197			1586			2848	
Approach Delay, s/veh		54.4			49.3			11.8			13.1	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	90.7		20.4	10.0	89.6		20.4
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	4.9	36.4		12.2	7.9	16.0		14.1
Green Ext Time (p_c), s	0.0	22.0		1.8	0.0	40.9		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	8	37	126	52	111	53	1293	205	254	2094	133
Future Volume (veh/h)	66	8	37	126	52	111	53	1293	205	254	2094	133
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	72	9	40	137	57	121	58	1405	223	276	2276	145
Adj No. of Lanes	2	1	1	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	109	92	178	181	162	161	3210	509	244	3223	204
Arrive On Green	0.04	0.06	0.06	0.07	0.10	0.10	0.03	0.73	0.73	0.66	0.66	0.66
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	4427	702	308	4890	309
Grp Volume(v), veh/h	72	9	40	137	57	121	58	1076	552	276	1572	849
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1695	1739	308	1695	1808
Q Serve(g_s), s	2.5	0.5	2.6	5.0	3.6	8.9	1.2	15.3	15.4	71.7	35.4	36.2
Cycle Q Clear(g_c), s	2.5	0.5	2.6	5.0	3.6	8.9	1.2	15.3	15.4	79.1	35.4	36.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.17
Lane Grp Cap(c), veh/h	121	109	92	178	181	162	161	2458	1261	244	2234	1192
V/C Ratio(X)	0.59	0.08	0.43	0.77	0.32	0.75	0.36	0.44	0.44	1.13	0.70	0.71
Avail Cap(c_a), veh/h	731	621	528	289	442	396	340	2458	1261	244	2234	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	53.5	42.0	53.5	50.0	52.4	15.7	6.6	6.6	33.0	13.0	13.1
Incr Delay (d2), s/veh	4.6	0.3	3.2	6.8	1.0	6.7	1.4	0.6	1.1	97.6	1.9	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	1.2	4.8	1.8	4.2	1.1	7.2	7.6	14.7	17.0	19.1
LnGrp Delay(d),s/veh	61.6	53.8	45.1	60.3	51.0	59.1	17.1	7.2	7.8	130.6	14.9	16.8
LnGrp LOS	E	D	D	E	D	E	B	A	A	F	B	B
Approach Vol, veh/h		121			315			1686			2697	
Approach Delay, s/veh		55.6			58.2			7.7			27.3	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	7.9	85.1	8.7	18.3		93.0	14.0	13.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	3.2	81.1	4.5	10.9		17.4	7.0	4.6
Green Ext Time (p_c), s	0.1	0.0	0.2	1.3		30.2	0.9	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	803	2	26	383	66	544	948	341	183	395	404
Future Volume (veh/h)	99	803	2	26	383	66	544	948	341	183	395	404
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	108	873	2	28	416	72	591	1030	371	199	364	482
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	943	2	84	826	665	628	1253	636	330	347	825
Arrive On Green	0.07	0.26	0.26	0.05	0.23	0.23	0.35	0.35	0.35	0.19	0.19	0.19
Sat Flow, veh/h	1774	3623	8	1774	3539	1583	1774	3539	1583	1774	1863	3167
Grp Volume(v), veh/h	108	426	449	28	416	72	591	1030	371	199	364	482
Grp Sat Flow(s),veh/h/ln	1774	1770	1861	1774	1770	1583	1774	1770	1583	1774	1863	1583
Q Serve(g_s), s	8.3	32.7	32.7	2.1	14.2	3.8	44.9	36.9	25.5	14.3	25.9	18.5
Cycle Q Clear(g_c), s	8.3	32.7	32.7	2.1	14.2	3.8	44.9	36.9	25.5	14.3	25.9	18.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	461	485	84	826	665	628	1253	636	330	347	825
V/C Ratio(X)	0.82	0.93	0.93	0.33	0.50	0.11	0.94	0.82	0.58	0.60	1.05	0.58
Avail Cap(c_a), veh/h	258	484	509	134	826	665	632	1260	639	330	347	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.4	50.1	50.1	64.1	46.3	24.5	43.5	40.9	32.5	51.9	56.6	44.8
Incr Delay (d2), s/veh	11.6	23.4	22.5	2.3	0.5	0.1	22.5	4.7	1.6	3.1	61.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	19.0	19.9	1.1	7.0	2.2	25.9	18.8	11.4	7.3	19.3	8.2
LnGrp Delay(d),s/veh	75.1	73.5	72.7	66.4	46.8	24.6	66.0	45.6	34.2	54.9	118.3	45.9
LnGrp LOS	E	E	E	E	D	C	E	D	C	D	F	D
Approach Vol, veh/h		983			516			1992			1045	
Approach Delay, s/veh		73.3			44.7			49.5			72.8	
Approach LOS		E			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.2	41.7		31.4	14.9	38.0		54.7
Change Period (Y+Rc), s	4.6	5.5		5.5	4.6	5.5		5.5
Max Green Setting (Gmax), s	10.5	38.0		25.9	20.2	28.3		49.5
Max Q Clear Time (g_c+I1), s	4.1	34.7		27.9	10.3	16.2		46.9
Green Ext Time (p_c), s	0.0	1.5		0.0	0.2	6.6		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	59.5
HCM 2010 LOS	E

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	336	0	0	2533	368
Future Volume (veh/h)	0	336	0	0	2533	368
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900
Adj Flow Rate, veh/h	0	365	0	0	2753	0
Adj No. of Lanes	0	0	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	2	2
Cap, veh/h	0	407	0	2138	3071	0
Arrive On Green	0.00	0.26	0.00	0.00	0.60	0.00
Sat Flow, veh/h	0	1580	0	3725	5421	0
Grp Volume(v), veh/h	0	366	0	0	2753	0
Grp Sat Flow(s),veh/h/ln	0	1584	0	1770	1695	0
Q Serve(g_s), s	0.0	14.5	0.0	0.0	30.4	0.0
Cycle Q Clear(g_c), s	0.0	14.5	0.0	0.0	30.4	0.0
Prop In Lane	0.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	0	408	0	2138	3071	0
V/C Ratio(X)	0.00	0.90	0.00	0.00	0.90	0.00
Avail Cap(c_a), veh/h	0	446	0	2138	3071	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.3	0.0	0.0	11.1	0.0
Incr Delay (d2), s/veh	0.0	19.5	0.0	0.0	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.5	0.0	0.0	15.3	0.0
LnGrp Delay(d),s/veh	0.0	42.8	0.0	0.0	15.7	0.0
LnGrp LOS		D			B	
Approach Vol, veh/h	366			0	2753	
Approach Delay, s/veh	42.8			0.0	15.7	
Approach LOS	D				B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		43.8		21.2		43.8		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		37.7		18.3		37.7		
Max Q Clear Time (g_c+I1), s		0.0		16.5		32.4		
Green Ext Time (p_c), s		0.0		0.3		5.1		

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	148	271	329	1185	63
Future Volume (veh/h)	13	148	271	329	1185	63
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	14	161	295	358	1288	68
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	17	195	393	2669	2096	110
Arrive On Green	0.13	0.13	0.09	0.75	0.61	0.61
Sat Flow, veh/h	127	1462	1774	3632	3513	180
Grp Volume(v), veh/h	176	0	295	358	666	690
Grp Sat Flow(s),veh/h/ln	1598	0	1774	1770	1770	1831
Q Serve(g_s), s	8.6	0.0	4.4	2.2	18.7	18.8
Cycle Q Clear(g_c), s	8.6	0.0	4.4	2.2	18.7	18.8
Prop In Lane	0.08	0.91	1.00			0.10
Lane Grp Cap(c), veh/h	213	0	393	2669	1084	1122
V/C Ratio(X)	0.83	0.00	0.75	0.13	0.61	0.62
Avail Cap(c_a), veh/h	362	0	496	2669	1084	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	12.2	2.7	9.6	9.6
Incr Delay (d2), s/veh	7.9	0.0	4.8	0.1	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	4.7	1.1	9.8	10.2
LnGrp Delay(d),s/veh	41.7	0.0	17.0	2.8	12.2	12.2
LnGrp LOS	D		B	A	B	B
Approach Vol, veh/h	176			653	1356	
Approach Delay, s/veh	41.7			9.2	12.2	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		64.8		15.2	11.3	53.5		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		52.9		18.1	11.5	36.9		
Max Q Clear Time (g_c+I1), s		4.2		10.6	6.4	20.8		
Green Ext Time (p_c), s		18.8		0.3	0.4	10.5		

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	430	48	171	263	347	125
Future Volume (veh/h)	430	48	171	263	347	125
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	516	0	186	286	377	136
Adj No. of Lanes	2	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	664	302	310	476	594	1256
Arrive On Green	0.19	0.00	0.47	0.47	0.14	0.67
Sat Flow, veh/h	3548	1615	663	1020	1774	1863
Grp Volume(v), veh/h	516	0	0	472	377	136
Grp Sat Flow(s),veh/h/ln	1774	1615	0	1683	1774	1863
Q Serve(g_s), s	9.0	0.0	0.0	13.5	6.4	1.7
Cycle Q Clear(g_c), s	9.0	0.0	0.0	13.5	6.4	1.7
Prop In Lane	1.00	1.00		0.61	1.00	
Lane Grp Cap(c), veh/h	664	302	0	786	594	1256
V/C Ratio(X)	0.78	0.00	0.00	0.60	0.64	0.11
Avail Cap(c_a), veh/h	983	447	0	786	718	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	0.0	12.8	8.6	3.7
Incr Delay (d2), s/veh	2.4	0.0	0.0	3.4	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	6.9	3.3	0.9
LnGrp Delay(d),s/veh	27.5	0.0	0.0	16.2	9.9	3.9
LnGrp LOS	C			B	A	A
Approach Vol, veh/h	516		472			513
Approach Delay, s/veh	27.5		16.2			8.3
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.5	34.9				48.3		16.7
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	13.5	20.0				38.0		18.0
Max Q Clear Time (g_c+I1), s	11.4	15.5				3.7		11.0
Green Ext Time (p_c), s	0.6	1.6				4.6		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	0	243	13	0	16	125	2196	2	6	1330	147
Future Volume (veh/h)	340	0	243	13	0	16	125	2196	2	6	1330	147
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	370	0	264	14	0	17	136	2387	2	7	1446	160
Adj No. of Lanes	1	1	0	1	1	0	2	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	439	0	454	211	0	454	188	3346	3	100	2802	872
Arrive On Green	0.29	0.00	0.29	0.29	0.00	0.29	0.05	0.64	0.64	0.55	0.55	0.55
Sat Flow, veh/h	1390	0	1583	1111	0	1583	3442	5248	4	146	5085	1583
Grp Volume(v), veh/h	370	0	264	14	0	17	136	1542	847	7	1446	160
Grp Sat Flow(s),veh/h/ln	1390	0	1583	1111	0	1583	1721	1695	1862	146	1695	1583
Q Serve(g_s), s	36.6	0.0	20.0	1.5	0.0	1.1	5.4	42.3	42.3	4.7	25.0	7.1
Cycle Q Clear(g_c), s	37.7	0.0	20.0	21.5	0.0	1.1	5.4	42.3	42.3	34.9	25.0	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	439	0	454	211	0	454	188	2162	1187	100	2802	872
V/C Ratio(X)	0.84	0.00	0.58	0.07	0.00	0.04	0.73	0.71	0.71	0.07	0.52	0.18
Avail Cap(c_a), veh/h	447	0	463	217	0	463	381	2162	1187	100	2802	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	0.0	42.8	52.0	0.0	36.0	65.2	16.9	16.9	32.5	19.7	15.7
Incr Delay (d2), s/veh	13.5	0.0	1.8	0.1	0.0	0.0	5.2	2.0	3.7	1.3	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.7	0.0	9.0	0.5	0.0	0.5	2.7	20.3	22.9	0.2	11.8	3.2
LnGrp Delay(d),s/veh	63.1	0.0	44.5	52.1	0.0	36.0	70.4	18.9	20.5	33.8	20.4	16.2
LnGrp LOS	E		D	D		D	E	B	C	C	C	B
Approach Vol, veh/h		634			31			2525			1613	
Approach Delay, s/veh		55.3			43.3			22.2			20.0	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	12.1	83.6		44.2		95.8		44.2
Change Period (Y+Rc), s	4.5	6.5		4.1		6.5		4.1
Max Green Setting (Gmax), s	15.5	68.5		40.9		88.5		40.9
Max Q Clear Time (g_c+I1), s	7.4	36.9		23.5		44.3		39.7
Green Ext Time (p_c), s	0.2	31.2		2.9		43.3		0.4

Intersection Summary		
HCM 2010 Ctrl Delay		26.0
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	26	188	122	46	278	113	1938	51	64	1557	33
Future Volume (veh/h)	75	26	188	122	46	278	113	1938	51	64	1557	33
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	82	28	204	133	50	302	123	2107	55	70	1692	36
Adj No. of Lanes	1	1	1	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	532	452	374	505	452	233	2868	75	161	2805	60
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.56	0.56	0.03	0.55	0.55
Sat Flow, veh/h	1025	1863	1583	1144	1770	1583	1774	5097	133	1774	5125	109
Grp Volume(v), veh/h	82	28	204	133	50	302	123	1400	762	70	1119	609
Grp Sat Flow(s),veh/h/ln	1025	1863	1583	1144	1770	1583	1774	1695	1839	1774	1695	1844
Q Serve(g_s), s	9.2	1.3	12.7	11.5	2.5	20.2	3.6	36.9	37.1	2.1	26.8	26.8
Cycle Q Clear(g_c), s	29.4	1.3	12.7	12.8	2.5	20.2	3.6	36.9	37.1	2.1	26.8	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.06
Lane Grp Cap(c), veh/h	180	532	452	374	505	452	233	1908	1035	161	1855	1009
V/C Ratio(X)	0.46	0.05	0.45	0.36	0.10	0.67	0.53	0.73	0.74	0.43	0.60	0.60
Avail Cap(c_a), veh/h	233	629	534	434	597	534	239	1908	1035	195	1855	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	31.1	35.1	35.7	31.5	37.8	16.0	19.5	19.6	19.5	18.4	18.4
Incr Delay (d2), s/veh	1.8	0.0	0.7	0.6	0.1	2.5	2.0	2.5	4.7	1.8	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.7	5.6	3.7	1.2	9.1	1.9	17.8	20.0	1.2	12.8	14.3
LnGrp Delay(d),s/veh	52.6	31.1	35.9	36.3	31.6	40.3	18.0	22.1	24.3	21.4	19.8	21.0
LnGrp LOS	D	C	D	D	C	D	B	C	C	C	B	C
Approach Vol, veh/h		314			485			2285			1798	
Approach Delay, s/veh		39.8			38.3			22.6			20.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	71.7		38.8	7.7	73.5		38.8
Change Period (Y+Rc), s	4.0	6.0		4.5	4.0	6.0		4.5
Max Green Setting (Gmax), s	6.0	59.0		40.5	6.0	59.0		40.5
Max Q Clear Time (g_c+I1), s	5.6	28.8		22.2	4.1	39.1		31.4
Green Ext Time (p_c), s	0.0	28.8		4.0	0.0	19.2		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	9	12	191	78	293	20	1683	111	146	1681	41
Future Volume (veh/h)	97	9	12	191	78	293	20	1683	111	146	1681	41
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	105	10	13	208	85	318	22	1829	121	159	1827	45
Adj No. of Lanes	2	1	1	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	109	92	409	390	349	160	2899	191	139	2757	68
Arrive On Green	0.05	0.06	0.06	0.20	0.22	0.22	0.02	0.59	0.59	0.54	0.54	0.54
Sat Flow, veh/h	3442	1863	1583	1774	1770	1583	1774	4874	322	225	5105	126
Grp Volume(v), veh/h	105	10	13	208	85	318	22	1271	679	159	1213	659
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1583	1774	1695	1806	225	1695	1841
Q Serve(g_s), s	3.6	0.6	0.8	8.2	4.7	23.5	0.6	29.2	29.3	42.1	30.7	30.8
Cycle Q Clear(g_c), s	3.6	0.6	0.8	8.2	4.7	23.5	0.6	29.2	29.3	64.8	30.7	30.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.07
Lane Grp Cap(c), veh/h	163	109	92	409	390	349	160	2017	1074	139	1831	994
V/C Ratio(X)	0.64	0.09	0.14	0.51	0.22	0.91	0.14	0.63	0.63	1.14	0.66	0.66
Avail Cap(c_a), veh/h	731	621	528	409	442	396	358	2017	1074	139	1831	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	53.5	42.4	40.8	38.3	45.7	16.0	15.8	15.8	48.1	19.8	19.8
Incr Delay (d2), s/veh	4.2	0.4	0.7	1.0	0.3	23.3	0.4	1.5	2.8	120.4	1.9	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.3	0.4	6.1	2.3	12.5	0.3	14.0	15.4	9.2	14.8	16.5
LnGrp Delay(d),s/veh	60.3	53.9	43.1	41.9	38.6	69.0	16.3	17.3	18.6	168.4	21.7	23.3
LnGrp LOS	E	D	D	D	D	E	B	B	B	F	C	C
Approach Vol, veh/h		128			611			1972			2031	
Approach Delay, s/veh		58.1			55.5			17.7			33.7	
Approach LOS		E			E			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	6.6	70.8	10.2	32.4		77.4	29.6	13.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0		6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	28.0	25.5	30.0		48.0	15.5	* 40
Max Q Clear Time (g_c+I1), s	2.6	66.8	5.6	25.5		31.3	10.2	2.8
Green Ext Time (p_c), s	0.0	0.0	0.3	0.9		16.4	1.6	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	924	1	91	898	244	114	669	75	116	414	530
Future Volume (veh/h)	110	924	1	91	898	244	114	669	75	116	414	530
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	1004	1	99	976	265	124	727	82	126	450	576
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	1217	1	123	1148	865	398	793	464	394	414	958
Arrive On Green	0.08	0.34	0.34	0.07	0.32	0.32	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	3628	4	1774	3539	1583	1774	3539	1583	1774	1863	3167
Grp Volume(v), veh/h	120	490	515	99	976	265	124	727	82	126	450	576
Grp Sat Flow(s),veh/h/ln	1774	1770	1862	1774	1770	1583	1774	1770	1583	1774	1863	1583
Q Serve(g_s), s	9.5	36.0	36.0	7.8	36.5	12.9	8.3	28.4	5.5	8.4	31.5	22.0
Cycle Q Clear(g_c), s	9.5	36.0	36.0	7.8	36.5	12.9	8.3	28.4	5.5	8.4	31.5	22.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	142	594	625	123	1148	865	398	793	464	394	414	958
V/C Ratio(X)	0.84	0.83	0.83	0.81	0.85	0.31	0.31	0.92	0.18	0.32	1.09	0.60
Avail Cap(c_a), veh/h	155	618	651	130	1187	883	407	812	473	394	414	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.3	43.3	43.3	65.0	44.7	17.5	45.8	53.7	37.3	46.1	55.1	42.1
Incr Delay (d2), s/veh	30.4	8.7	8.3	28.8	5.9	0.2	0.6	15.1	0.3	0.5	69.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	19.0	19.9	4.8	18.7	8.4	4.1	15.6	2.4	4.2	24.1	9.7
LnGrp Delay(d),s/veh	94.7	51.9	51.6	93.8	50.6	17.7	46.5	68.8	37.6	46.6	124.6	43.2
LnGrp LOS	F	D	D	F	D	B	D	E	D	D	F	D
Approach Vol, veh/h		1125			1340			933			1152	
Approach Delay, s/veh		56.3			47.3			63.1			75.4	
Approach LOS		E			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.4	53.0		37.0	16.0	51.4		37.3
Change Period (Y+Rc), s	4.6	5.5		5.5	4.6	5.5		5.5
Max Green Setting (Gmax), s	10.4	49.5		31.5	12.4	47.5		32.5
Max Q Clear Time (g_c+I1), s	9.8	38.0		33.5	11.5	38.5		30.4
Green Ext Time (p_c), s	0.0	9.2		0.0	0.0	7.5		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	59.9
HCM 2010 LOS	E

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	265	0	0	1222	182
Future Volume (veh/h)	0	265	0	0	1222	182
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900
Adj Flow Rate, veh/h	0	288	0	0	1328	0
Adj No. of Lanes	0	0	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	2	2
Cap, veh/h	0	340	0	2286	3285	0
Arrive On Green	0.00	0.22	0.00	0.00	0.65	0.00
Sat Flow, veh/h	0	1579	0	3725	5421	0
Grp Volume(v), veh/h	0	289	0	0	1328	0
Grp Sat Flow(s),veh/h/ln	0	1584	0	1770	1695	0
Q Serve(g_s), s	0.0	11.4	0.0	0.0	8.1	0.0
Cycle Q Clear(g_c), s	0.0	11.4	0.0	0.0	8.1	0.0
Prop In Lane	0.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	0	341	0	2286	3285	0
V/C Ratio(X)	0.00	0.85	0.00	0.00	0.40	0.00
Avail Cap(c_a), veh/h	0	573	0	2286	3285	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.5	0.0	0.0	5.5	0.0
Incr Delay (d2), s/veh	0.0	6.0	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	0.0	0.0	3.8	0.0
LnGrp Delay(d),s/veh	0.0	30.4	0.0	0.0	5.9	0.0
LnGrp LOS		C			A	
Approach Vol, veh/h	289			0	1328	
Approach Delay, s/veh	30.4			0.0	5.9	
Approach LOS	C				A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		46.5		18.5		46.5		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		32.5		23.5		32.5		
Max Q Clear Time (g_c+I1), s		0.0		13.4		10.1		
Green Ext Time (p_c), s		0.0		0.7		10.4		

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	342	163	736	550	24
Future Volume (veh/h)	75	342	163	736	550	24
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	82	372	177	800	598	26
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	90	406	489	2052	1548	67
Arrive On Green	0.31	0.31	0.08	0.58	0.45	0.45
Sat Flow, veh/h	291	1321	1774	3632	3549	150
Grp Volume(v), veh/h	455	0	177	800	306	318
Grp Sat Flow(s),veh/h/ln	1615	0	1774	1770	1770	1836
Q Serve(g_s), s	21.7	0.0	4.0	9.8	9.2	9.3
Cycle Q Clear(g_c), s	21.7	0.0	4.0	9.8	9.2	9.3
Prop In Lane	0.18	0.82	1.00			0.08
Lane Grp Cap(c), veh/h	497	0	489	2052	792	822
V/C Ratio(X)	0.92	0.00	0.36	0.39	0.39	0.39
Avail Cap(c_a), veh/h	596	0	588	2052	792	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	10.1	9.1	14.7	14.8
Incr Delay (d2), s/veh	17.1	0.0	0.4	0.6	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.0	4.9	4.8	5.0
LnGrp Delay(d),s/veh	43.8	0.0	10.5	9.7	16.2	16.1
LnGrp LOS	D		B	A	B	B
Approach Vol, veh/h	455			977	624	
Approach Delay, s/veh	43.8			9.8	16.1	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		50.9		29.1	10.6	40.3		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		41.5		29.5	10.5	26.5		
Max Q Clear Time (g_c+I1), s		11.8		23.7	6.0	11.3		
Green Ext Time (p_c), s		11.7		0.9	0.2	8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	406	39	127	511	314	126
Future Volume (veh/h)	406	39	127	511	314	126
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	480	0	138	555	341	137
Adj No. of Lanes	2	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	628	286	160	643	417	1275
Arrive On Green	0.18	0.00	0.49	0.49	0.12	0.68
Sat Flow, veh/h	3548	1615	325	1307	1774	1863
Grp Volume(v), veh/h	480	0	0	693	341	137
Grp Sat Flow(s),veh/h/ln	1774	1615	0	1632	1774	1863
Q Serve(g_s), s	8.4	0.0	0.0	24.4	5.5	1.6
Cycle Q Clear(g_c), s	8.4	0.0	0.0	24.4	5.5	1.6
Prop In Lane	1.00	1.00		0.80	1.00	
Lane Grp Cap(c), veh/h	628	286	0	803	417	1275
V/C Ratio(X)	0.76	0.00	0.00	0.86	0.82	0.11
Avail Cap(c_a), veh/h	983	447	0	803	567	1275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	0.0	14.6	12.9	3.5
Incr Delay (d2), s/veh	2.0	0.0	0.0	11.9	6.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	13.4	4.0	0.9
LnGrp Delay(d),s/veh	27.4	0.0	0.0	26.5	19.7	3.7
LnGrp LOS	C			C	B	A
Approach Vol, veh/h	480		693			478
Approach Delay, s/veh	27.4		26.5			15.1
Approach LOS	C		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.5	36.5				49.0		16.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	13.5	20.0				38.0		18.0
Max Q Clear Time (g_c+I1), s	7.5	26.4				3.6		10.4
Green Ext Time (p_c), s	0.6	0.0				7.4		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

APPENDIX C: SIGNAL WARRANT ANALYSIS SHEETS

STUDY LOCATION 2
HOLLYWOOD WAY & I-5 SOUTHBOUND RAMPS

FEHR PEERS

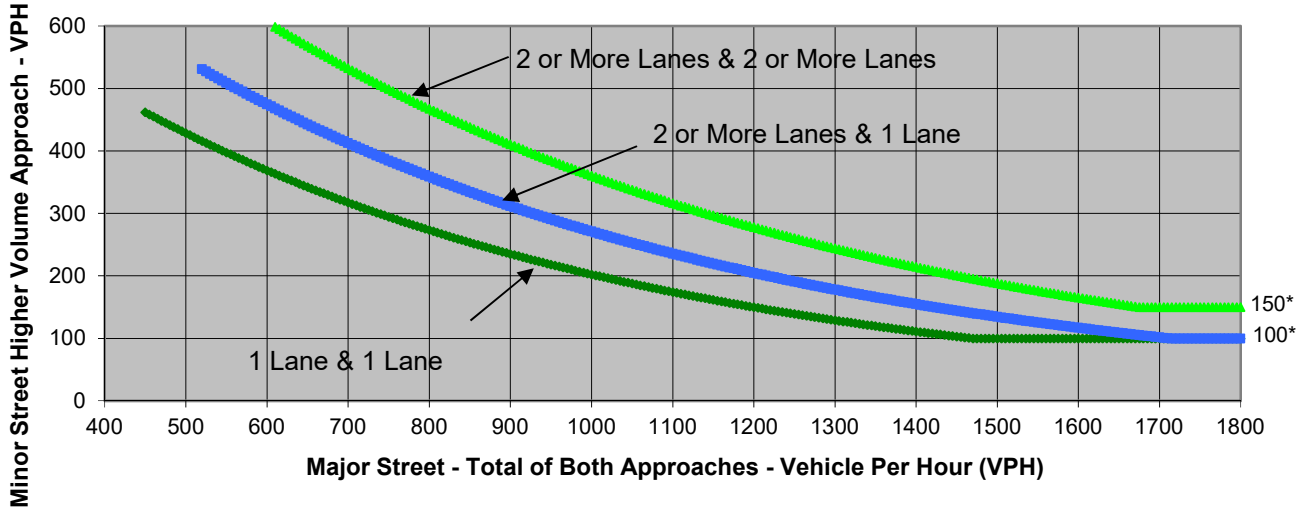
Major Street	N Hollywood Way	Project	Avion
Minor Street	I-5 SB Ramps	Scenario	Existing Conditions
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	167	0
Through	589	1,115	0	0
Right	0	0	996	0
Total	589	1,115	1,163	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,704**	**1,163**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

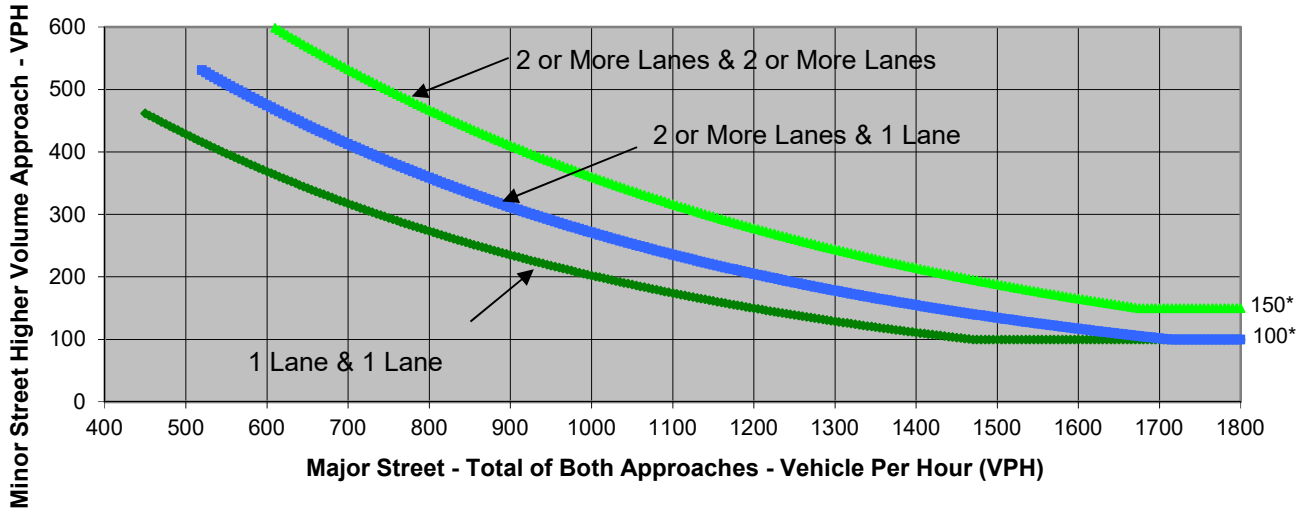
Major Street	N Hollywood Way	Project	Avion
Minor Street	I-5 SB Ramps	Scenario	Existing Conditions
		Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	64	0
Through	1,365	474	0	0
Right	0	0	614	0
Total	1,365	474	677	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,839**	**677**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

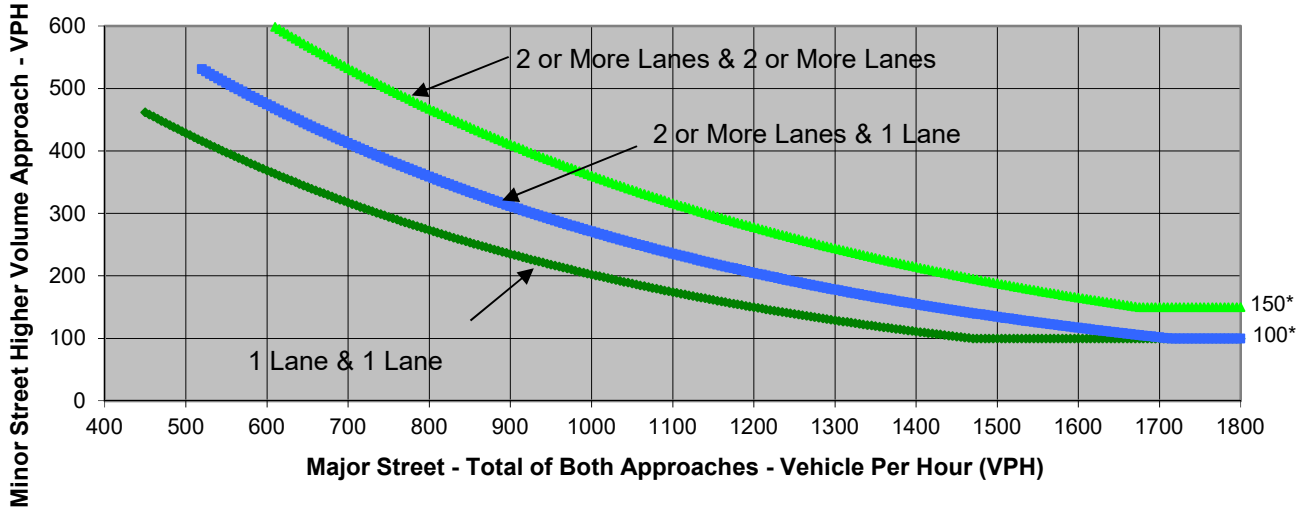
Major Street	N Hollywood Way	Project	Avion
Minor Street	I-5 SB Ramps	Scenario	Existing Conditions
		Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	97	0
Through	1,011	581	0	0
Right	0	0	517	0
Total	1,011	581	614	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,592**	**614**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

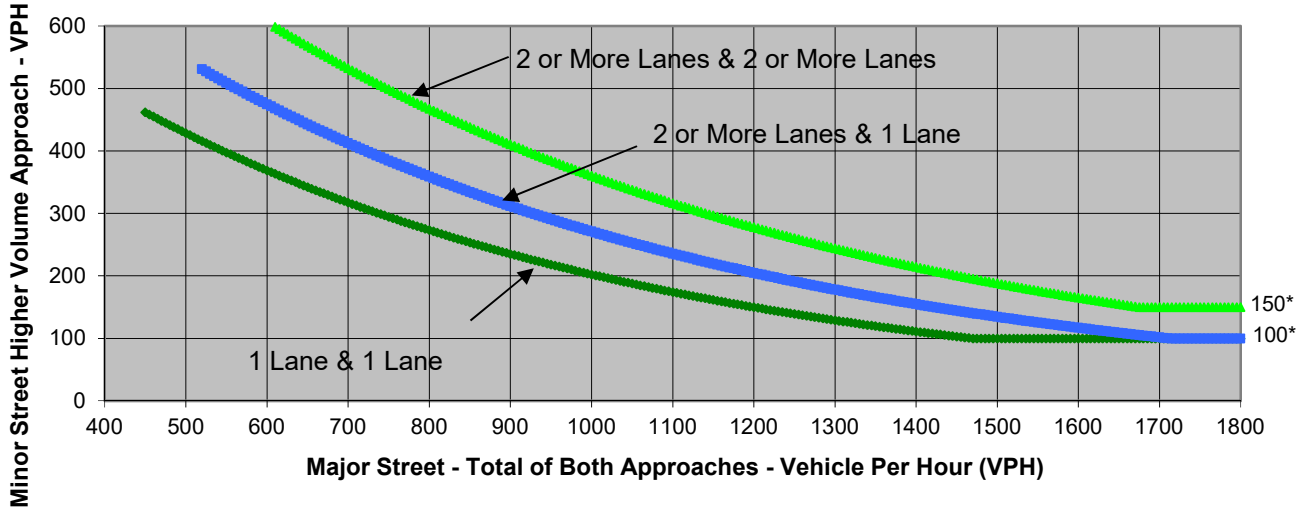
Major Street	N Hollywood Way	Project	Avion
Minor Street	I-5 SB Ramps	Scenario	Existing Conditions with Project
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	167	0
Through	624	1,227	0	0
Right	0	0	1,140	0
Total	624	1,227	1,307	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,850**	**1,307**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

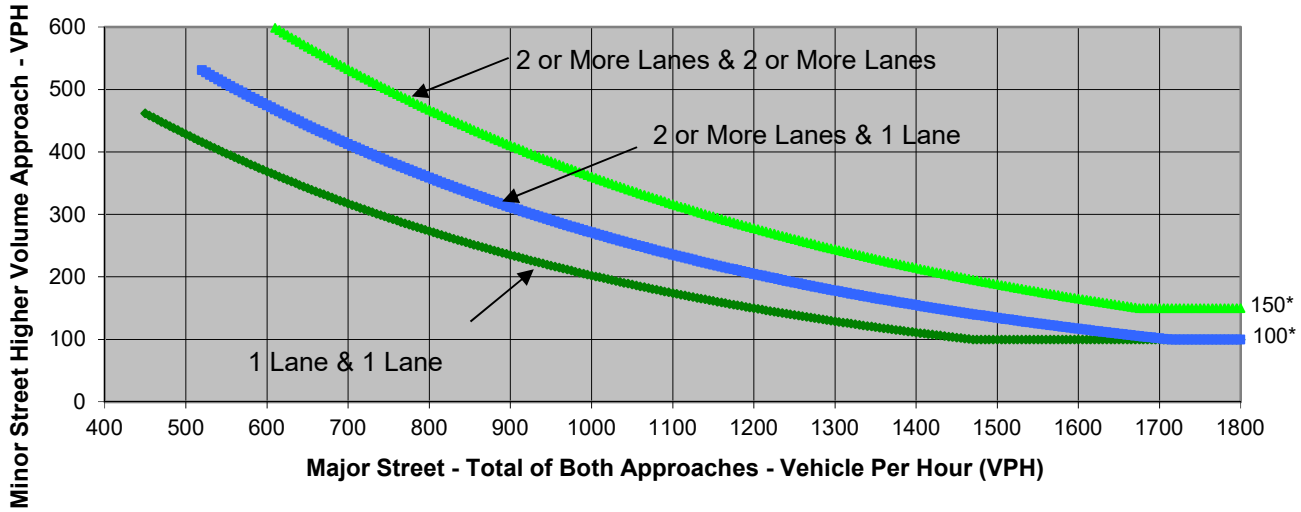
Project	Avion
Scenario	Existing Conditions with Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	64	0
Through	1,533	518	0	0
Right	0	0	671	0
Total	1,533	518	734	0

Major Street Direction

x	North/South
0	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**734**	**1,533**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

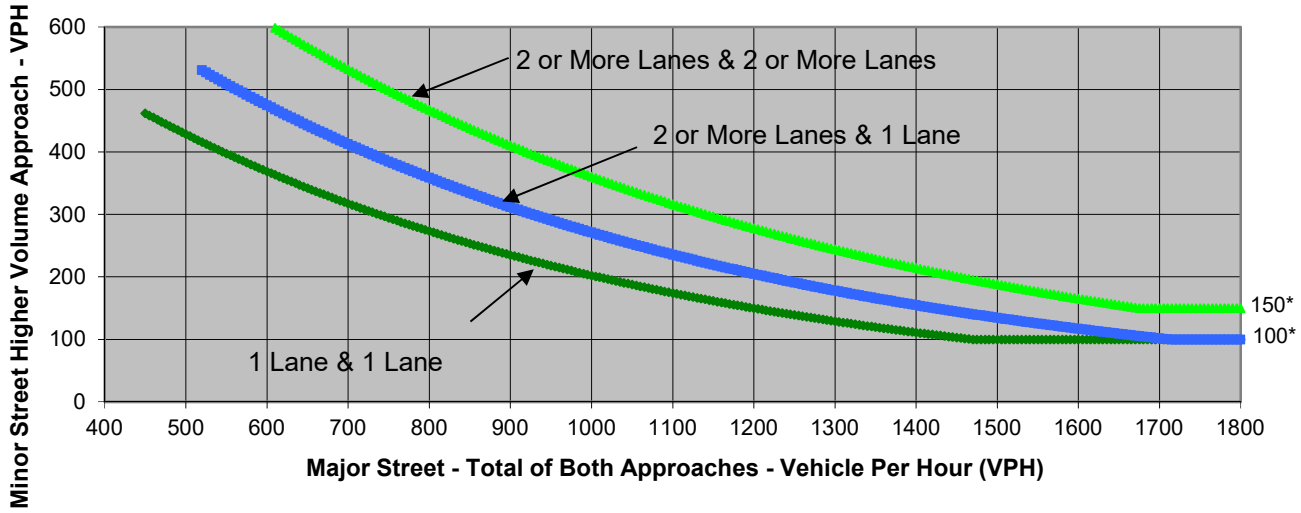
Project	Avion
Scenario	Existing Conditions with Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	97	0
Through	1,080	620	0	0
Right	0	0	568	0
Total	1,080	620	665	0

Major Street Direction

x	North/South
0	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**665**	**1,080**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

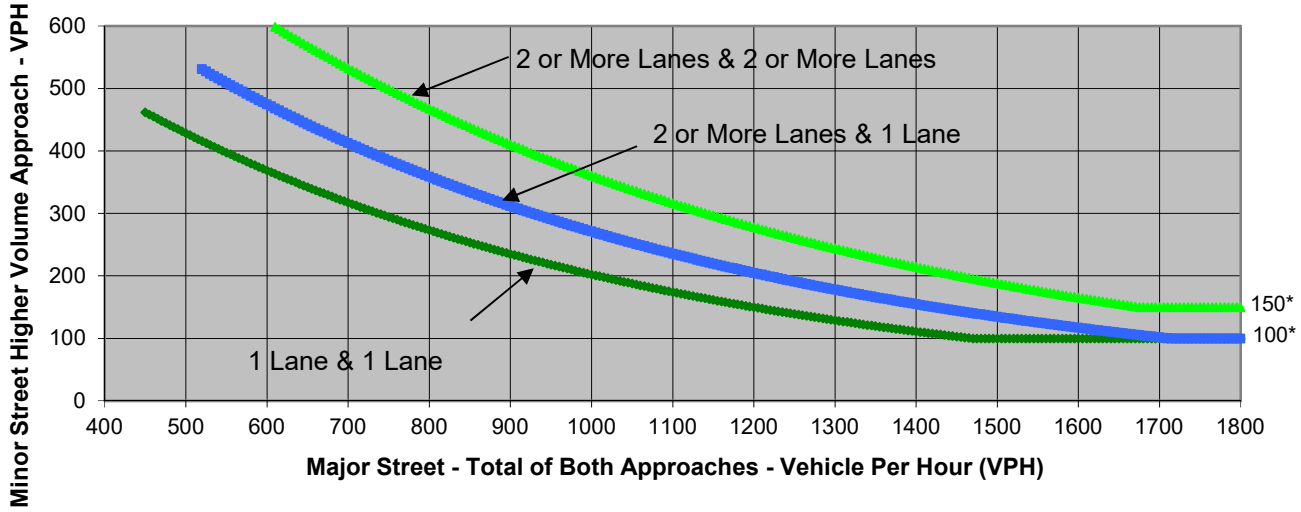
Project	Avion
Scenario	Future Year
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	176	0
Through	697	1,272	0	0
Right	0	0	1,150	0
Total	697	1,272	1,325	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,970**	**1,325**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

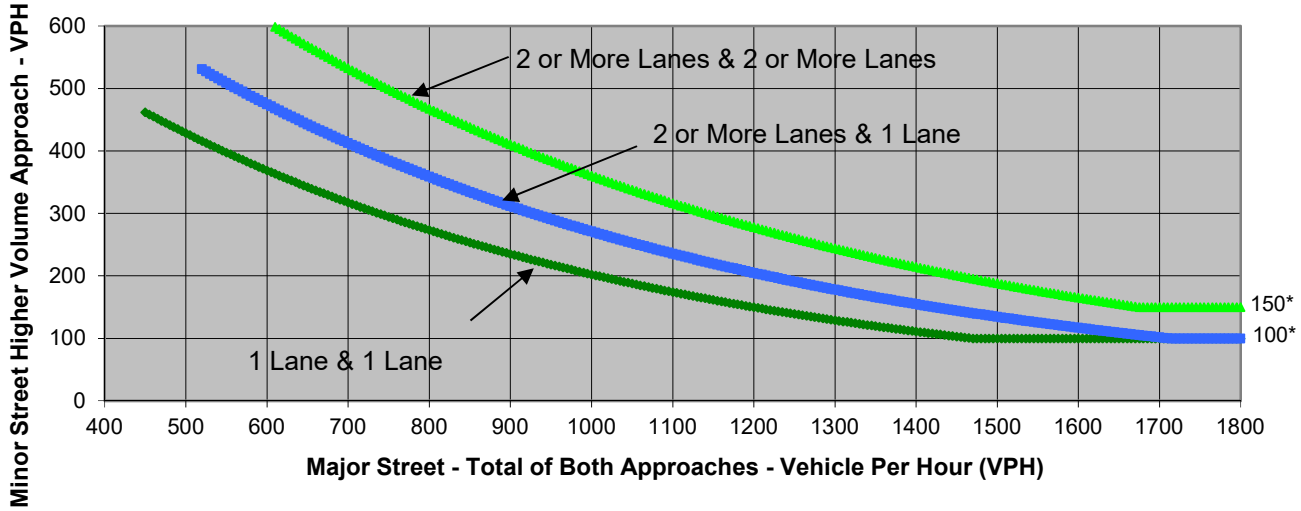
Project	Avion
Scenario	Future Year
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	67	0
Through	1,624	564	0	0
Right	0	0	685	0
Total	1,624	564	752	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**2,188**	**752**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

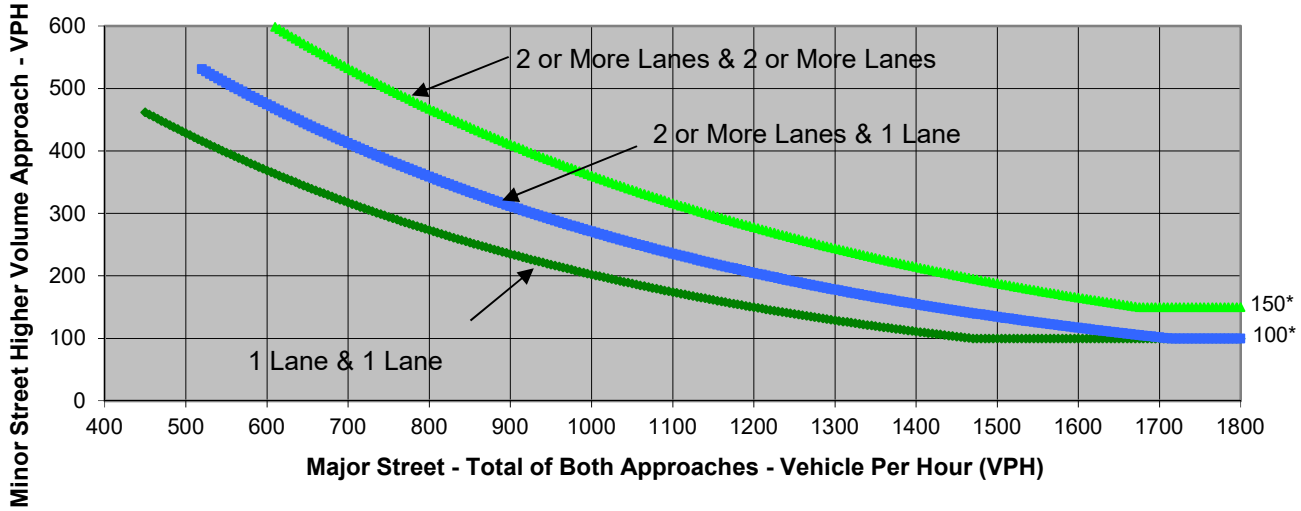
Major Street	N Hollywood Way	Project	Avion
Minor Street	I-5 SB Ramps	Scenario	Future Year
		Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	102	0
Through	1,153	672	0	0
Right	0	0	590	0
Total	1,153	672	692	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,825**	**692**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

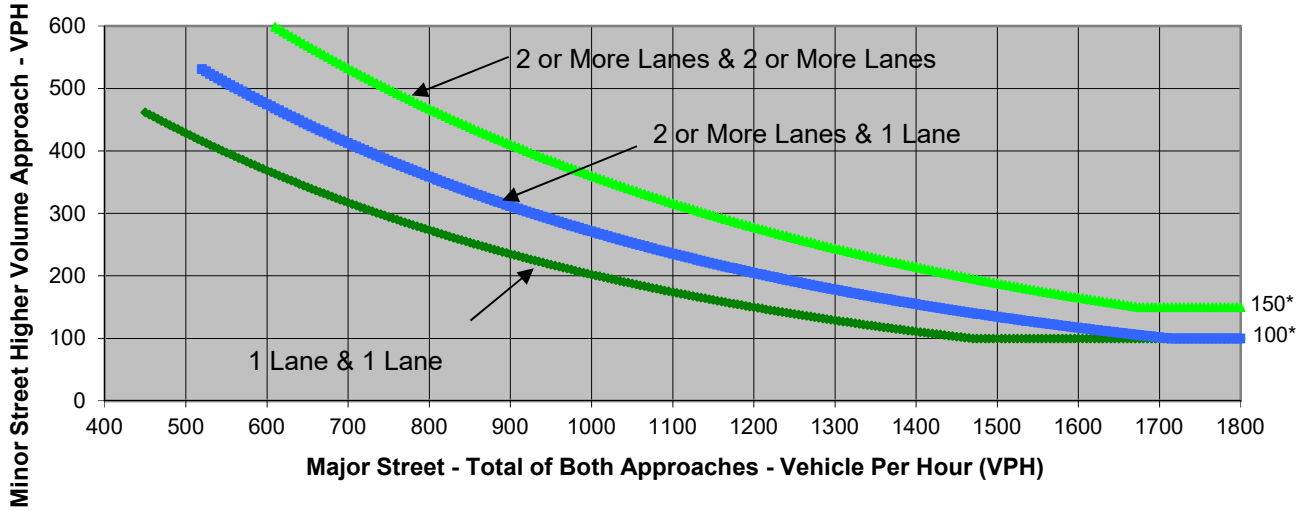
Major Street	N Hollywood Way	Project	Avion
Minor Street	I-5 SB Ramps	Scenario	Future Year with Project
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	176	0
Through	732	1,384	0	0
Right	0	0	1,294	0
Total	732	1,384	1,470	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**2,117**	**1,470**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

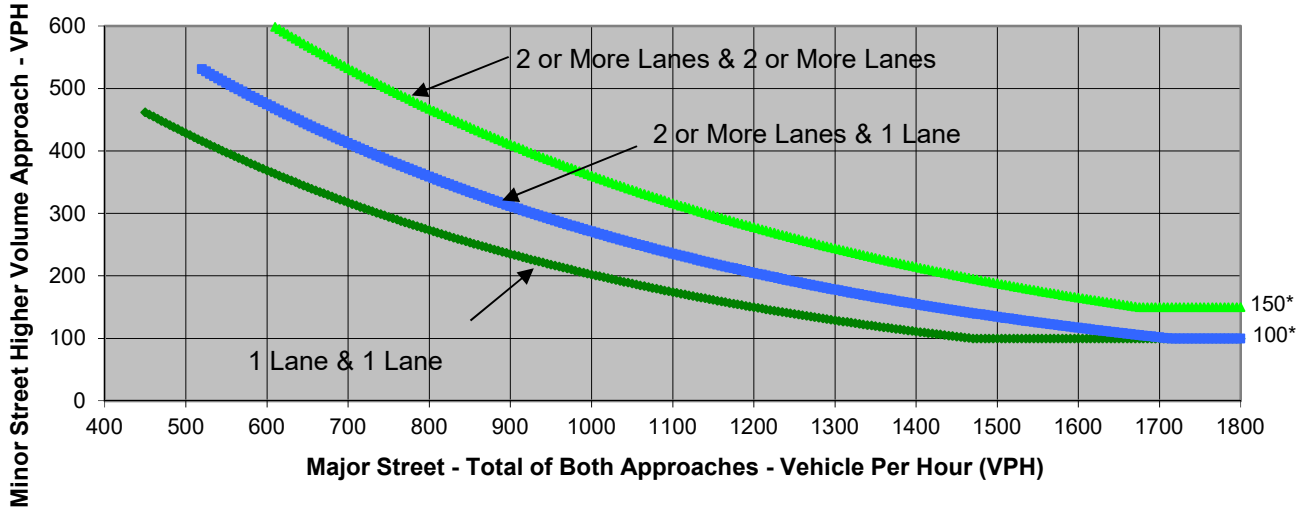
Project	Avion
Scenario	Future Year with Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	67	0
Through	1,792	608	0	0
Right	0	0	742	0
Total	1,792	608	809	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**2,400**	**809**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

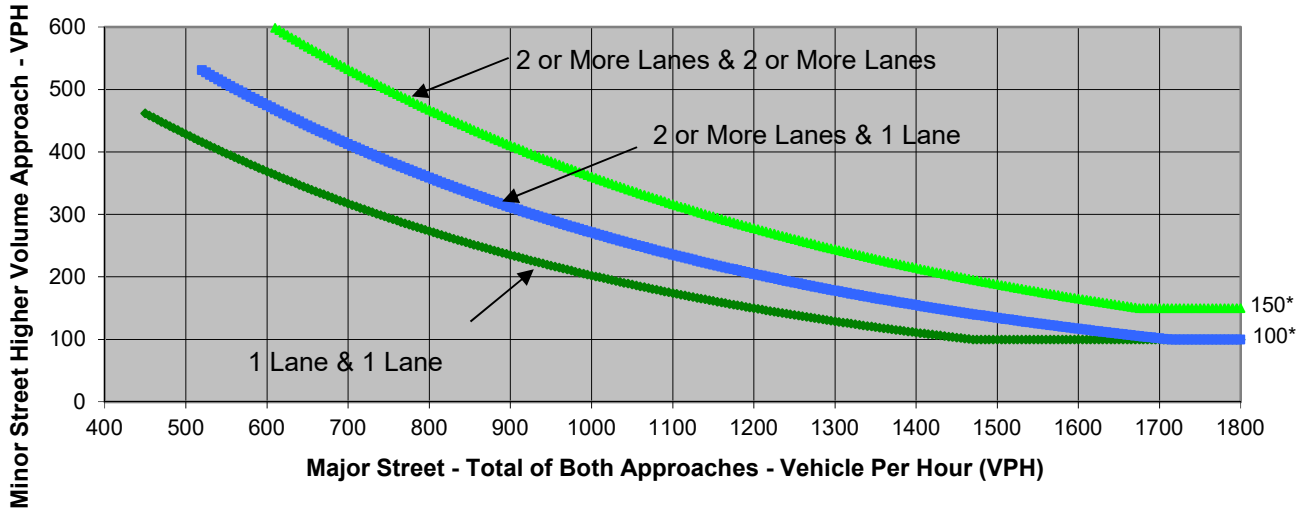
Project	Avion
Scenario	Future Year with Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	102	0
Through	1,222	712	0	0
Right	0	0	641	0
Total	1,222	712	743	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,934**	**743**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

STUDY LOCATION 30

HOLLYWOOD WAY & SAN FERNANDO BLVD EASTBOUND RAMPS

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

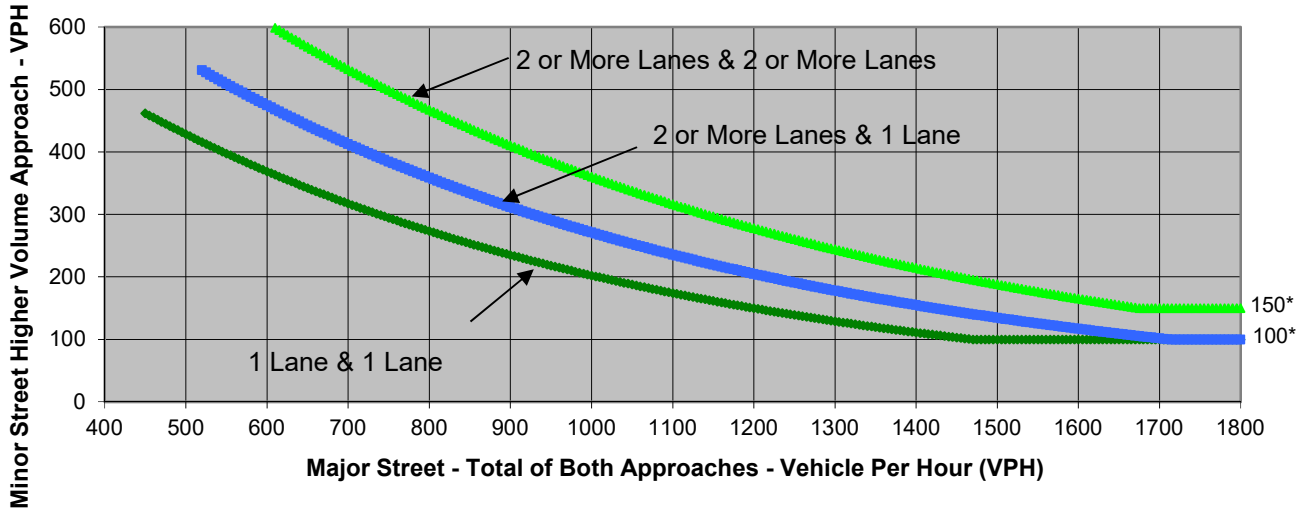
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	2,060	0	0
Right	0	209	251	0
Total	0	2,269	251	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**2,269**	**251**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

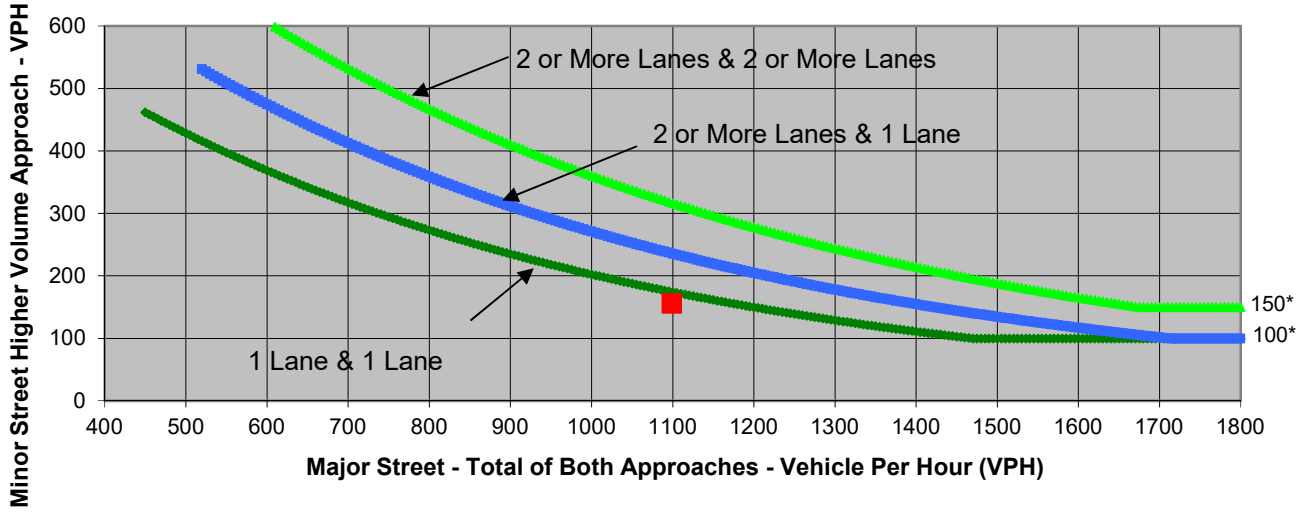
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	1,025	0	0
Right	0	75	156	0
Total	0	1,099	156	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**1,099**	**156**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

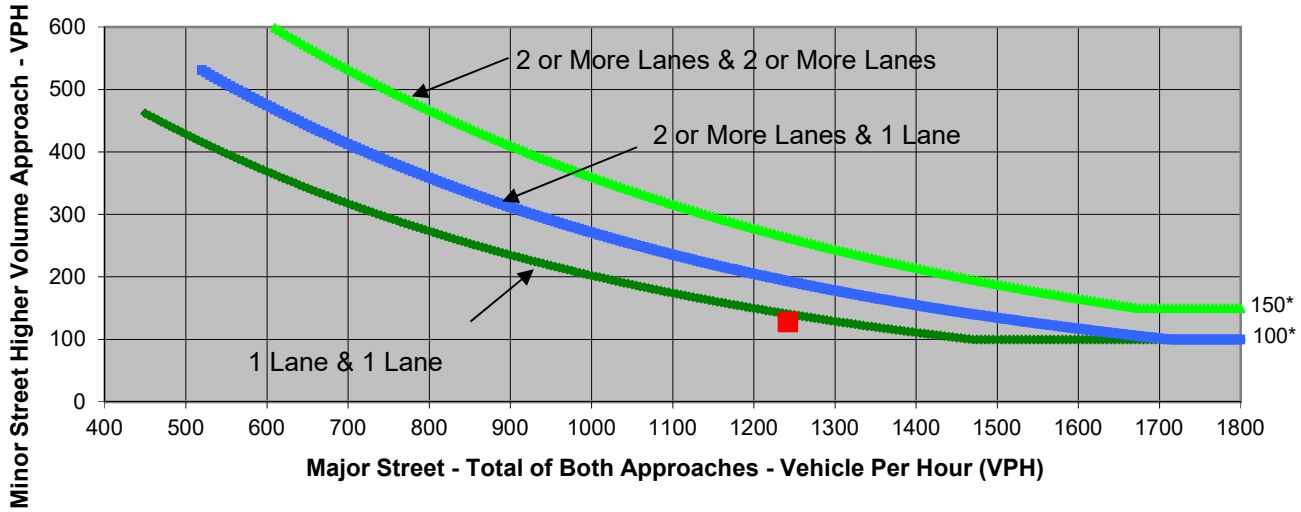
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	1,148	0	0
Right	0	94	128	0
Total	0	1,242	128	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**1,242**	**128**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

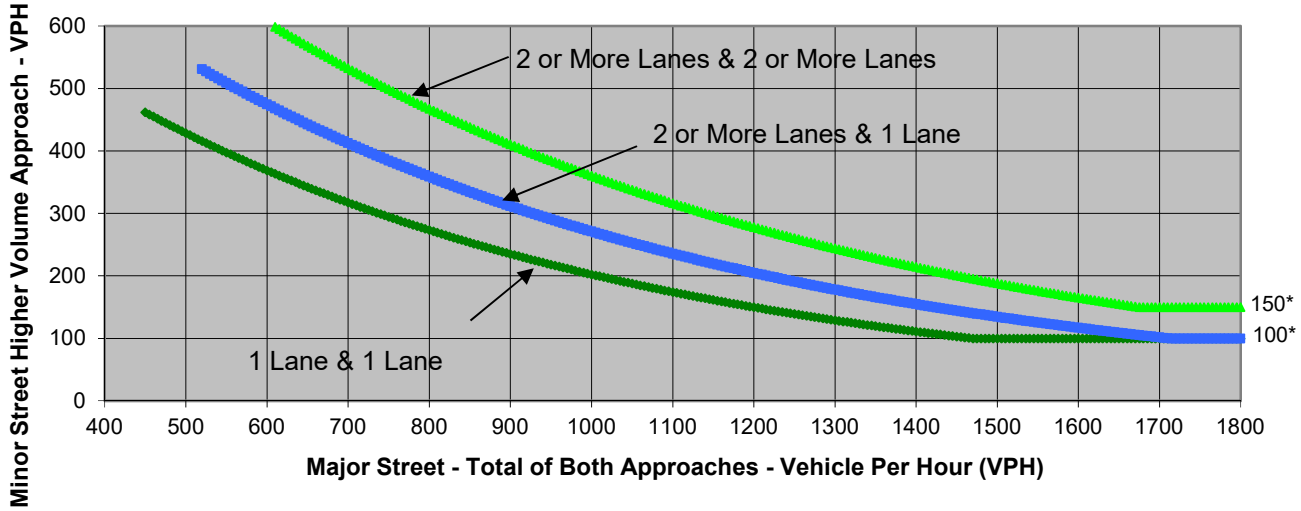
Major Street	Hollywood Way	Project	Avion
Minor Street	San Fernando Blvd EB Ramps	Scenario	Existing plus Project
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	2,277	0	0
Right	0	296	281	0
Total	0	2,573	281	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**2,573**	**281**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

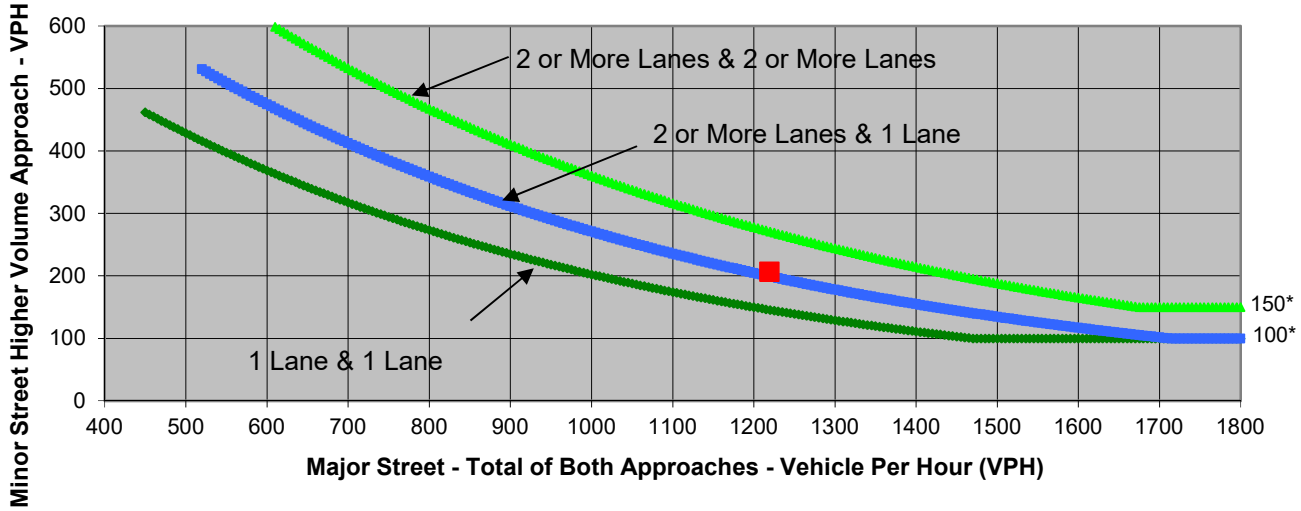
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	1,110	0	0
Right	0	109	207	0
Total	0	1,219	207	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**1,219**	**207**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

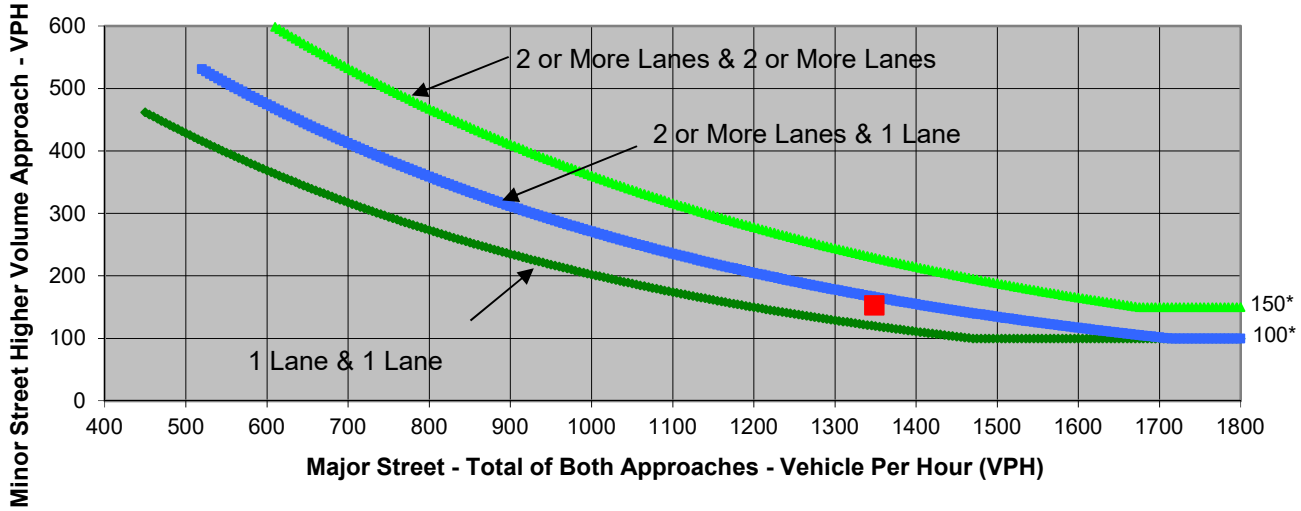
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	1,224	0	0
Right	0	124	153	0
Total	0	1,349	153	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**1,349**	**153**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

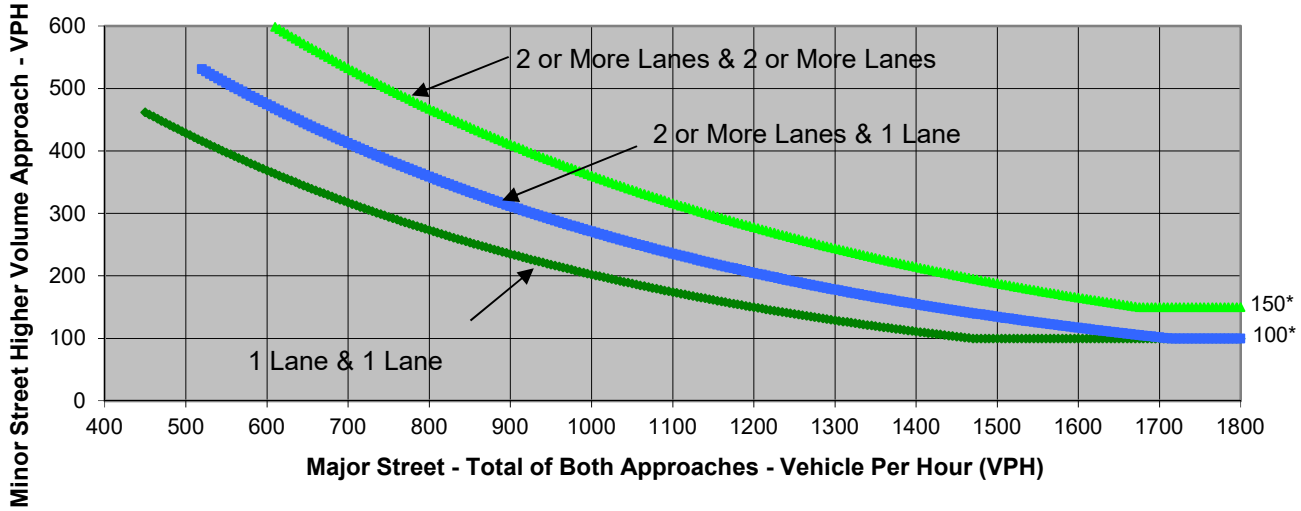
Major Street	Hollywood Way	Project	Avion
Minor Street	San Fernando Blvd EB Ramps	Scenario	Future Year
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	2,331	0	0
Right	0	281	306	0
Total	0	2,611	306	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**2,611**	**306**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

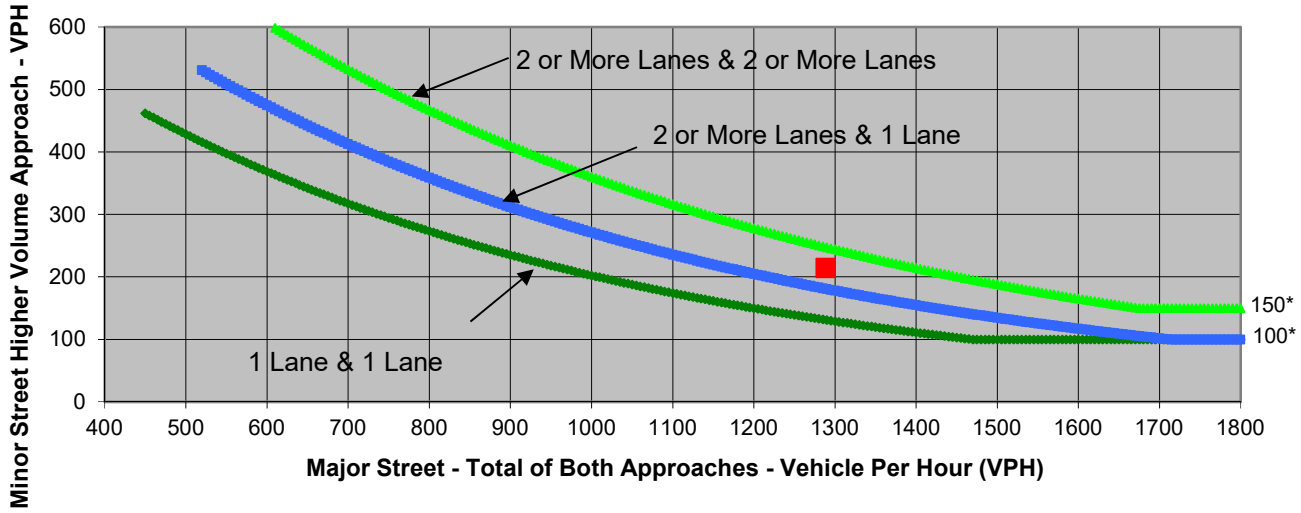
Project	Avion
Scenario	Future Year
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	1,142	0	0
Right	0	147	214	0
Total	0	1,289	214	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**1,289**	**214**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

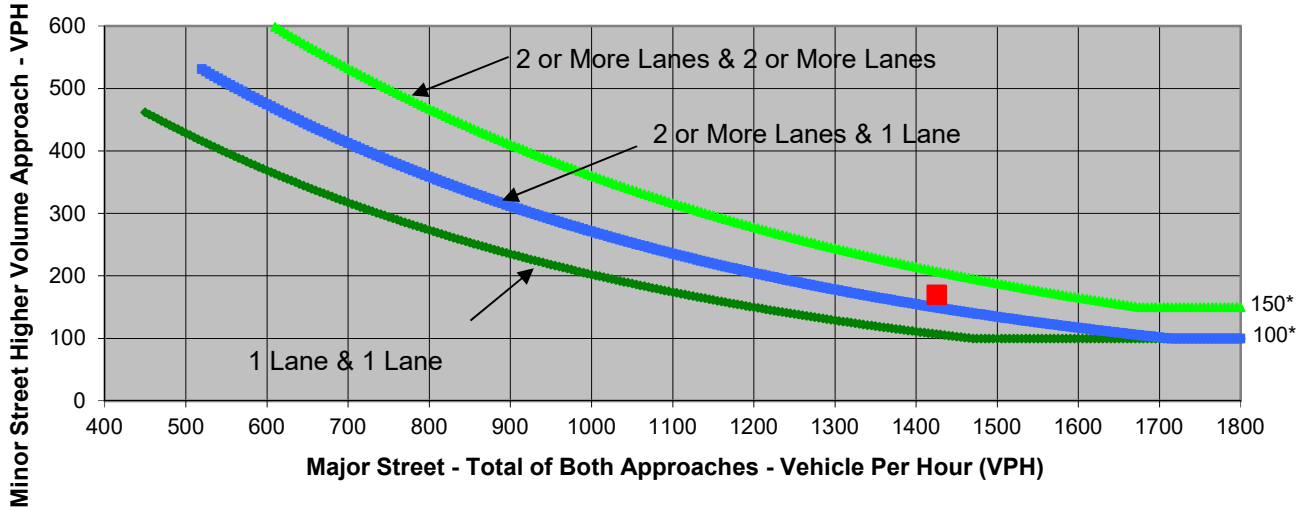
Project	Avion
Scenario	Future Year
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	1,284	0	0
Right	0	141	170	0
Total	0	1,426	170	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**1,426**	**170**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekday, AM

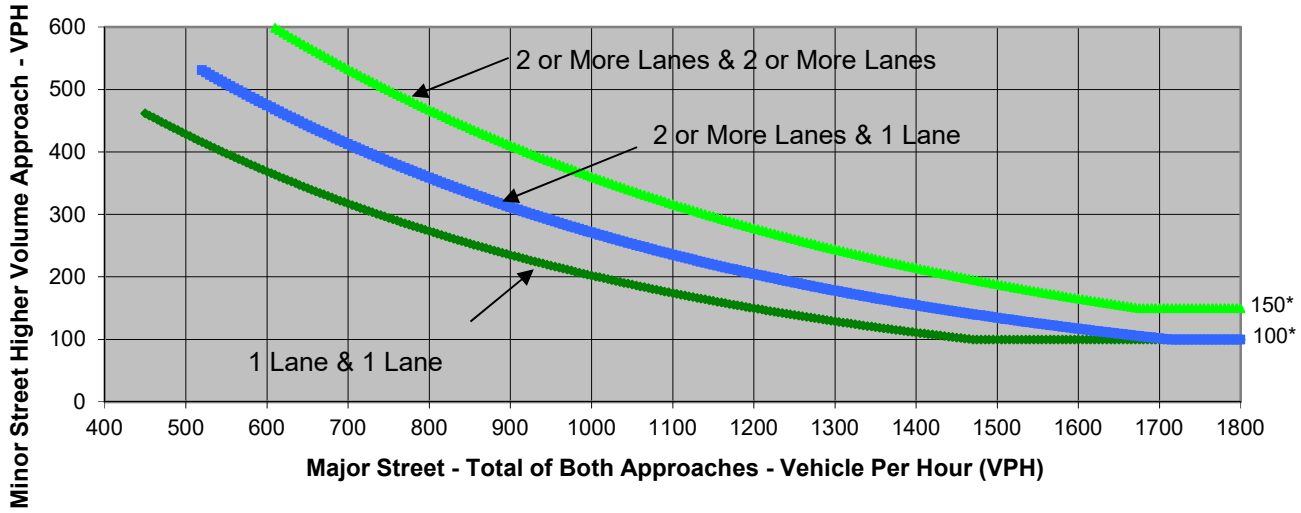
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	2,533	0	0
Right	0	368	336	0
Total	0	2,901	336	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**2,901**	**336**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

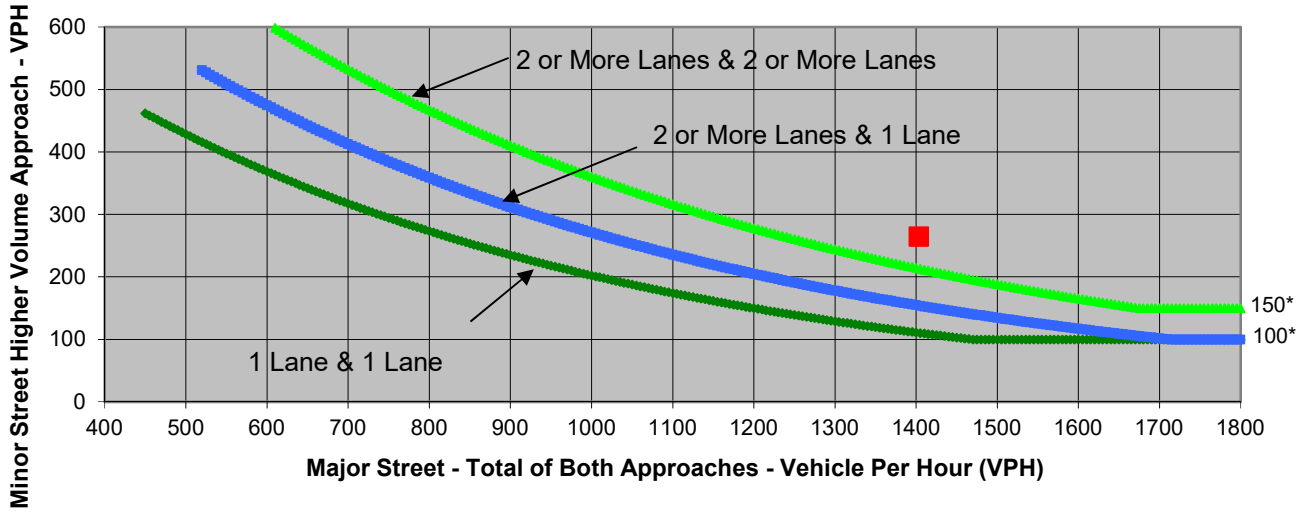
Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	1,222	0	0
Right	0	182	265	0
Total	0	1,403	265	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**1,403**	**265**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Hollywood Way
Minor Street	San Fernando Blvd EB Ramps

Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekend, MD

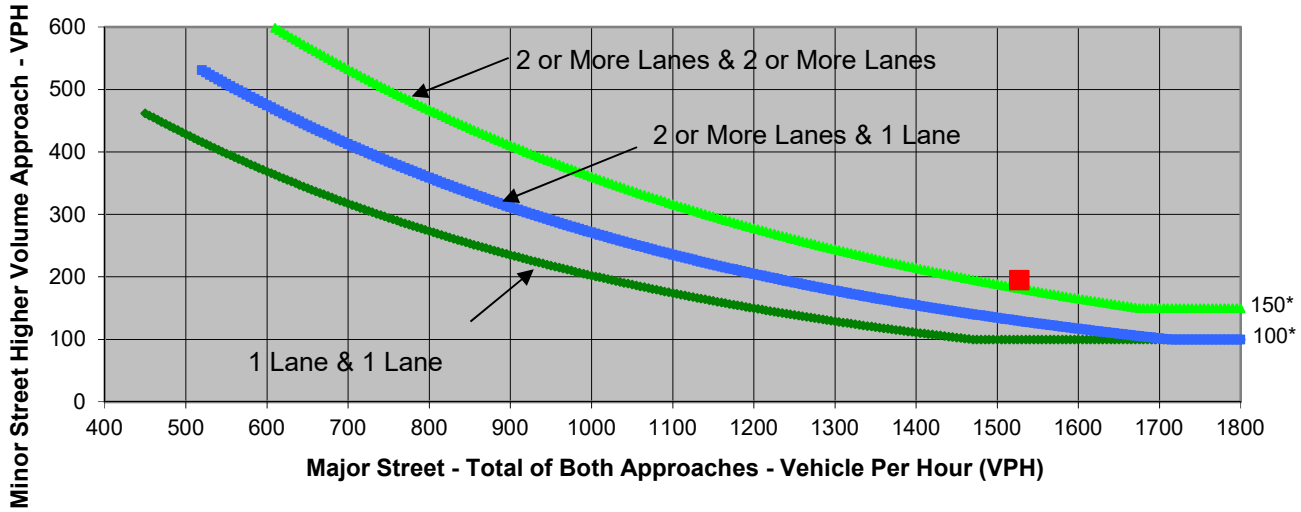
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	1,356	0	0
Right	0	172	195	0
Total	0	1,527	195	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Hollywood Way	San Fernando Blvd EB Ramps	
Number of Approach Lanes	**3**	**1**	**YES**
Traffic Volume (VPH) *	**1,527**	**195**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

STUDY LOCATION 32
SAN FERNANDO BLVD & COHASSET ST

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

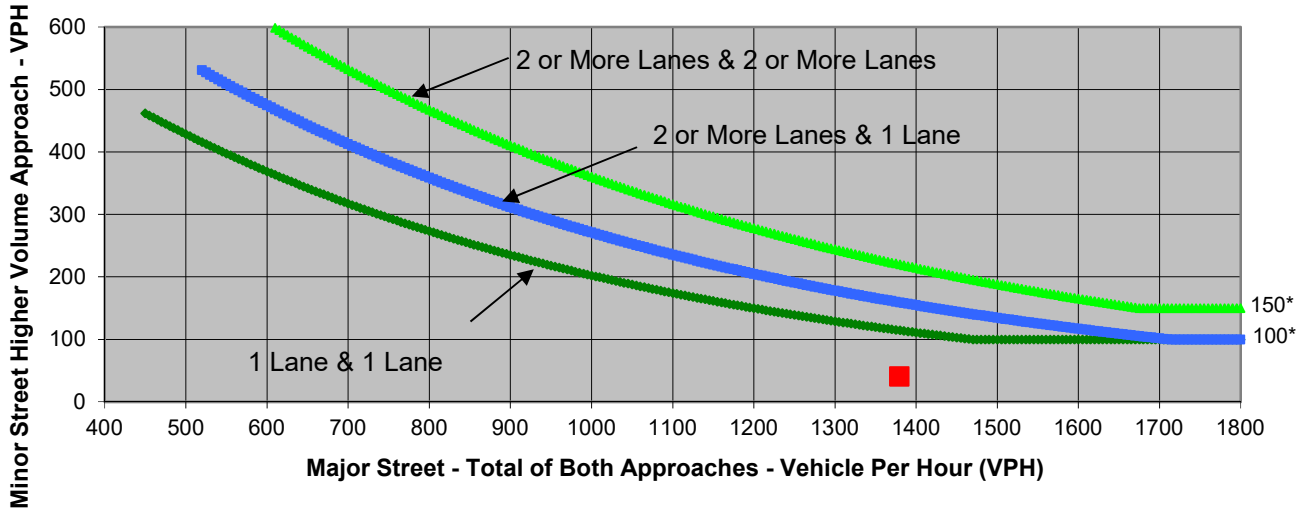
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	51	0	1	0
Through	280	1,037	0	0
Right	0	12	41	0
Total	331	1,049	41	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**1,380**	**41**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

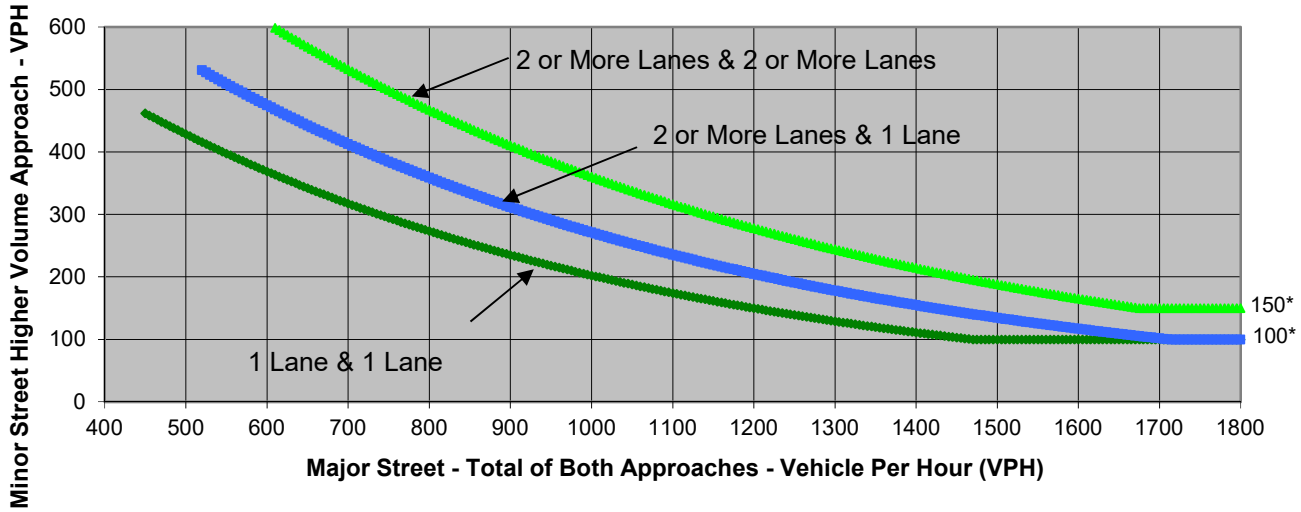
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	40	0	16	0
Through	605	474	0	0
Right	0	4	79	0
Total	645	478	95	0

Major Street Direction

x	North/South
0	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**95**	**645**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

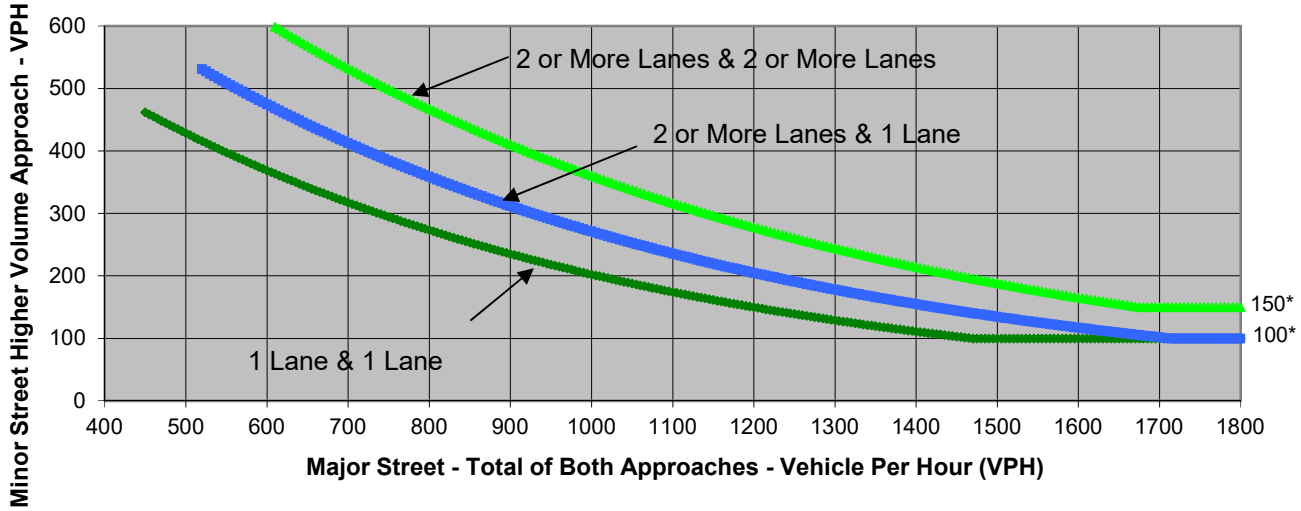
Major Street	San Fernando Blvd	Project	Avion
Minor Street	Cohasset St	Scenario	Existing Conditions
		Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	21	0	1	0
Through	647	375	0	0
Right	0	2	19	0
Total	668	377	20	0

Major Street Direction

x	North/South
0	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**20**	**668**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

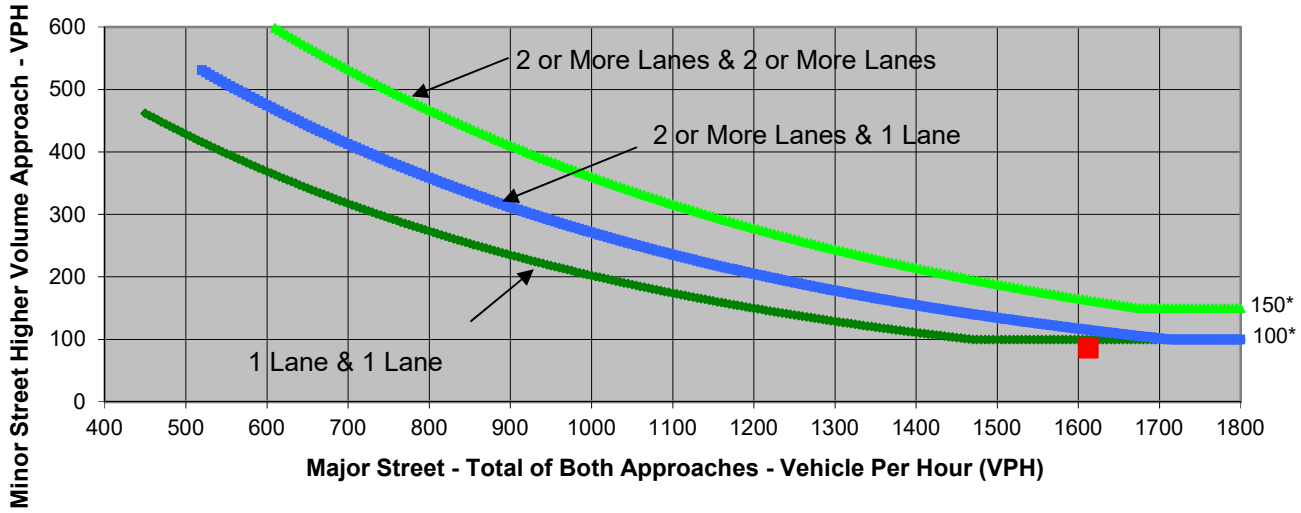
Major Street	San Fernando Blvd	Project	Avion
Minor Street	Cohasset St	Scenario	Existing plus Project
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	188	0	14	0
Through	289	1,073	0	0
Right	0	63	72	0
Total	477	1,135	86	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**1,612**	**86**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

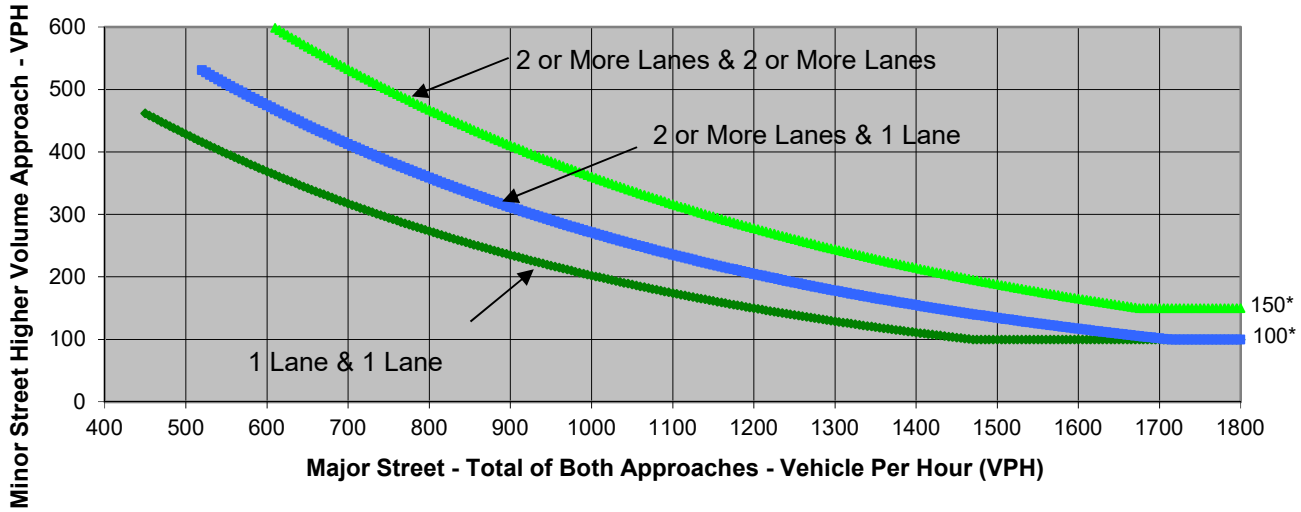
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	94	0	83	0
Through	647	488	0	0
Right	0	24	231	0
Total	741	512	313	0

Major Street Direction

x	North/South
0	East/West



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Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**313**	**741**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

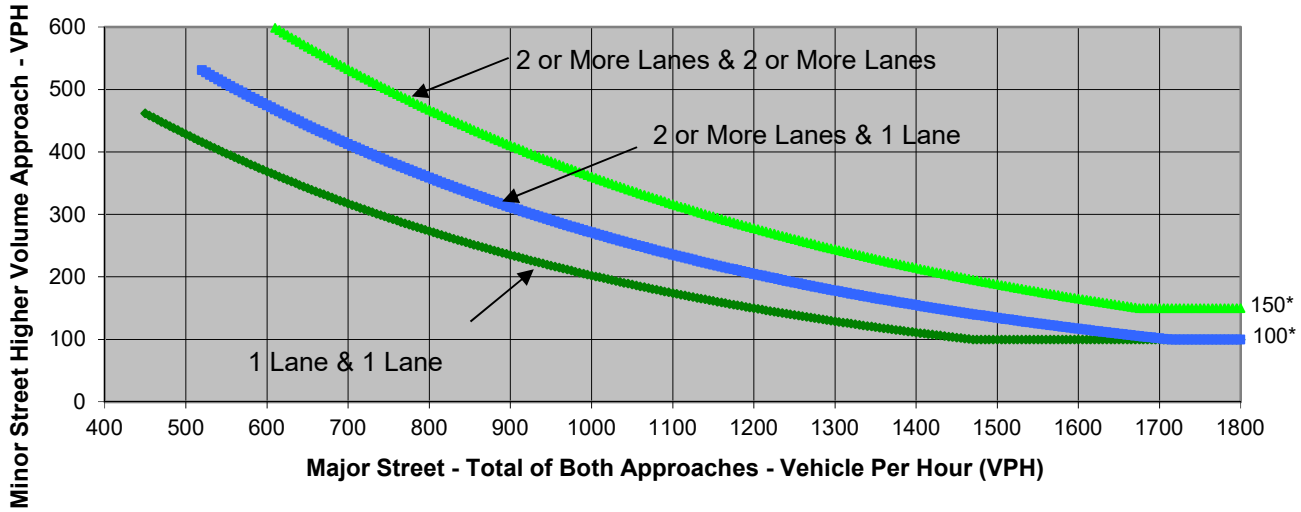
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	69	0	29	0
Through	664	388	0	0
Right	0	20	81	0
Total	734	407	110	0

Major Street Direction

x	North/South
0	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**110**	**734**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

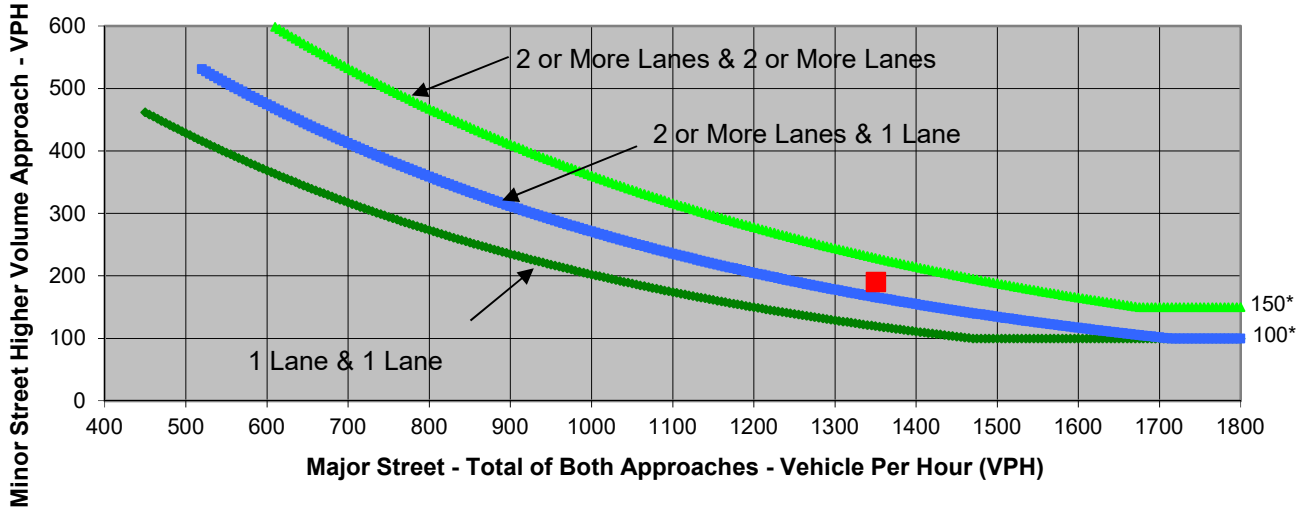
Project	Avion
Scenario	Future Year
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	106	0	16	0
Through	702	539	0	0
Right	0	4	174	0
Total	808	543	190	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**1,351**	**190**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

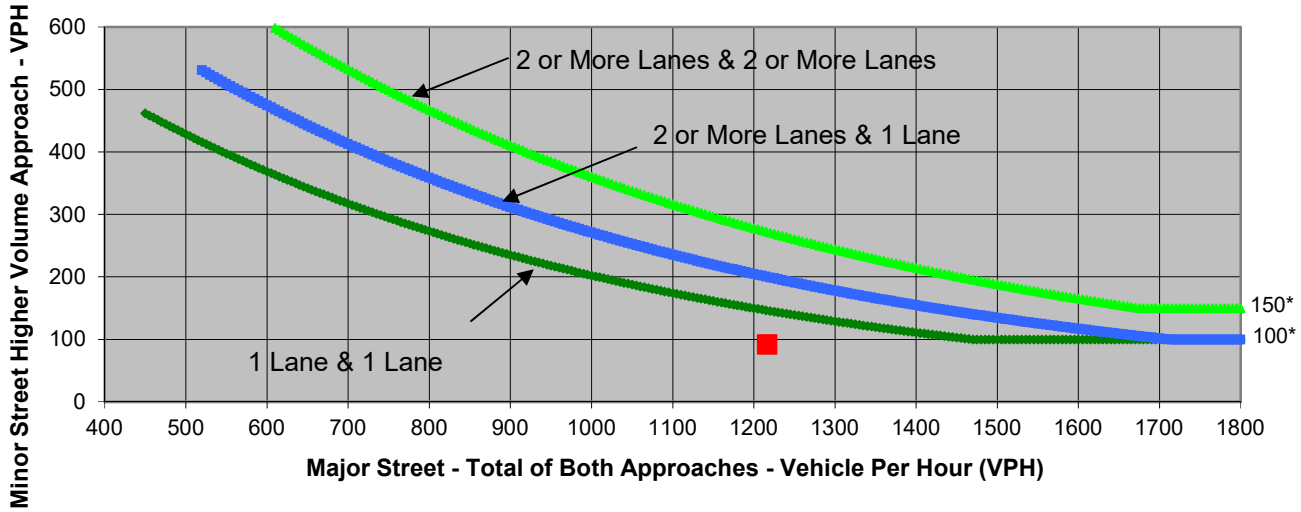
Project	Avion
Scenario	Future Year
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	95	0	1	0
Through	701	418	0	0
Right	0	2	91	0
Total	797	420	92	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**1,216**	**92**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

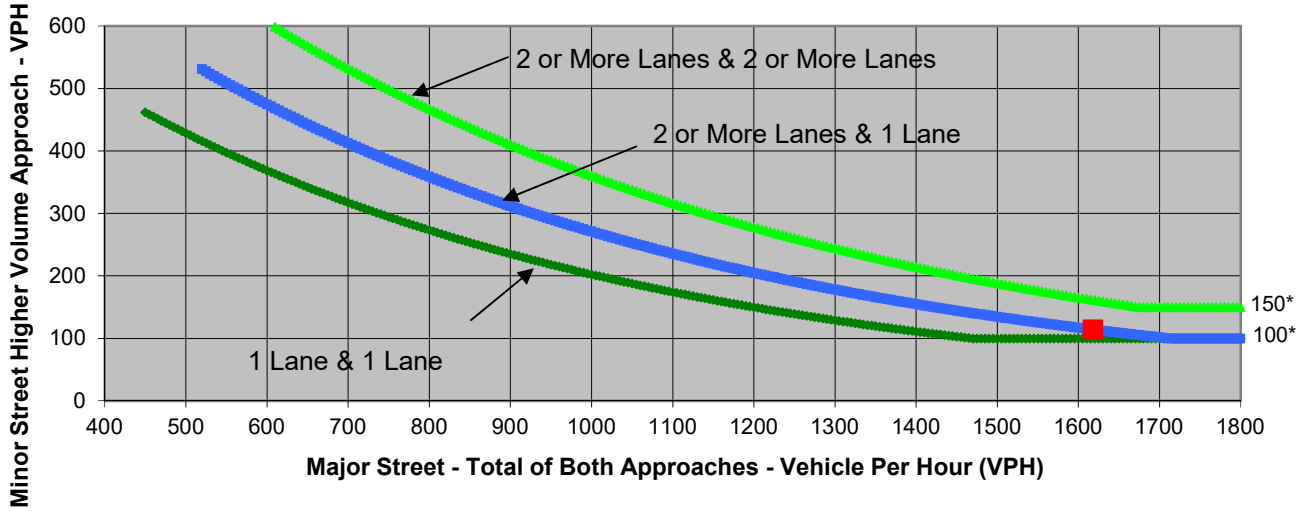
Project	Avion
Scenario	Future Year
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	127	0	1	0
Through	322	1,156	0	0
Right	0	13	114	0
Total	449	1,169	114	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**1,618**	**114**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

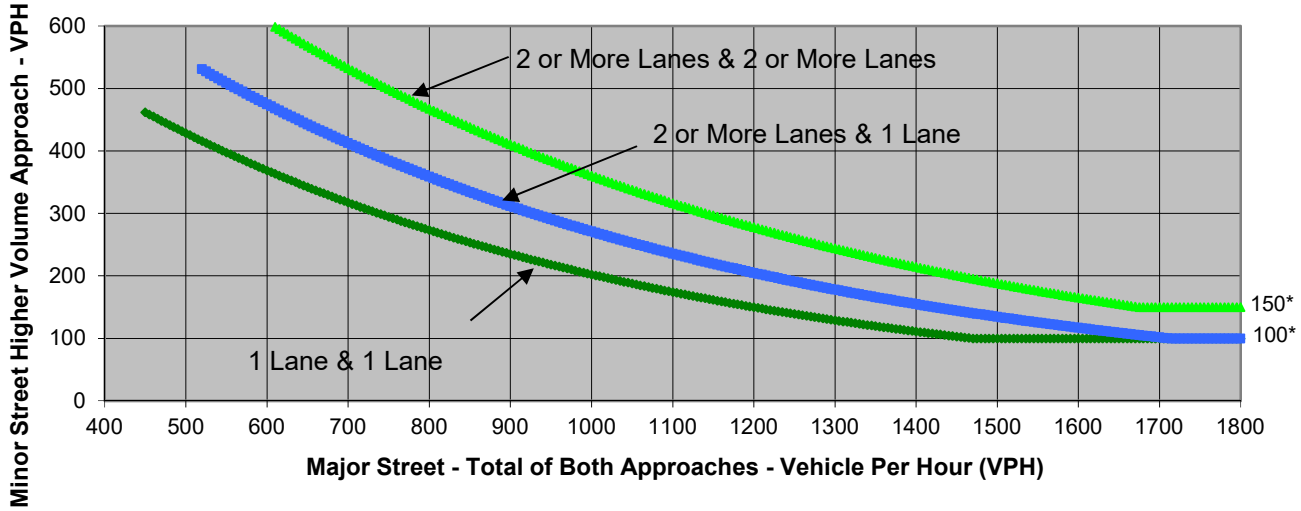
Major Street	San Fernando Blvd	Project	Avion
Minor Street	Cohasset St	Scenario	Future Year plus Project
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	271	0	13	0
Through	329	1,185	0	0
Right	0	63	148	0
Total	601	1,249	161	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,849**	**161**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

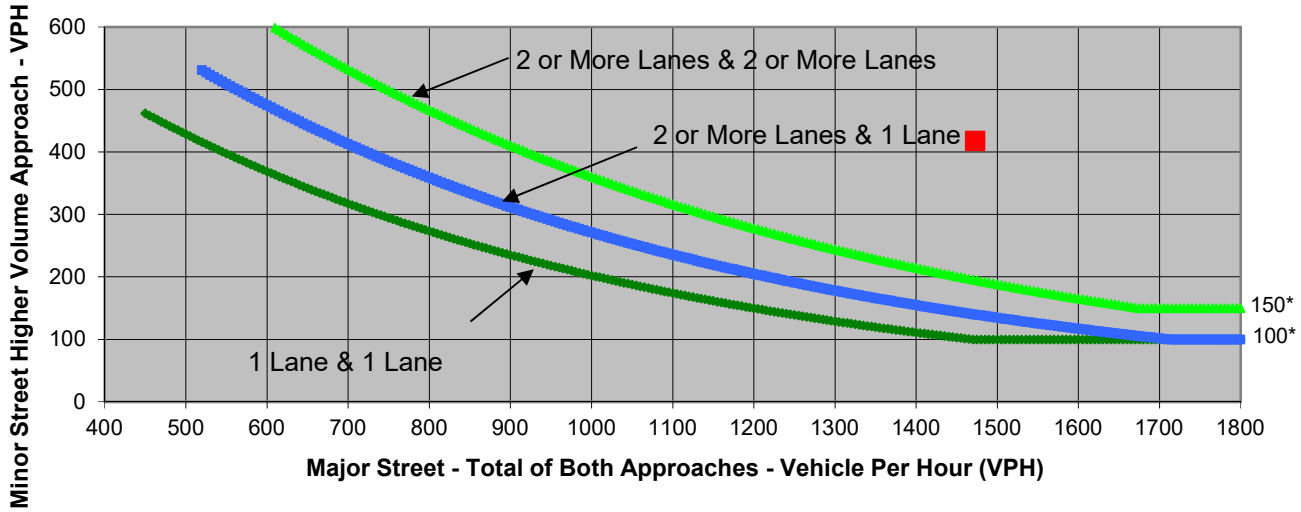
Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	163	0	75	0
Through	736	550	0	0
Right	0	24	342	0
Total	899	574	418	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**YES**
Traffic Volume (VPH) *	**1,473**	**418**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Cohasset St

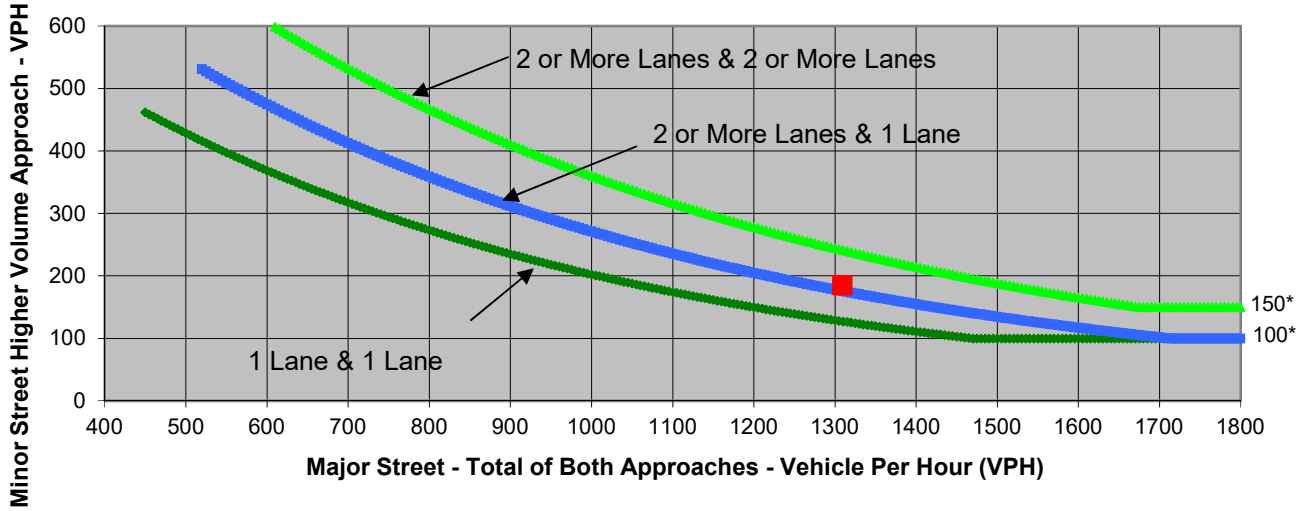
Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	146	0	25	0
Through	715	428	0	0
Right	0	20	160	0
Total	861	448	185	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Cohasset St	
Number of Approach Lanes	**4**	**2**	**NO**
Traffic Volume (VPH) *	**1,309**	**185**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

STUDY LOCATION 33
KENWOOD ST & COHASSET ST

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

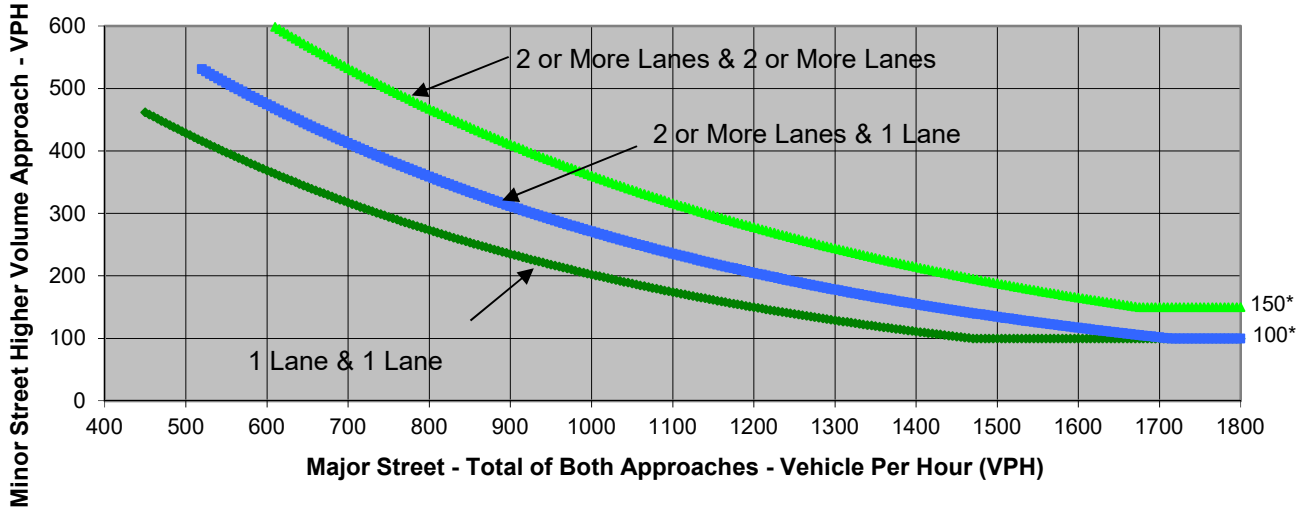
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	0	14
Through	0	0	43	52
Right	3	0	1	0
Total	5	0	44	65

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**109**	**5**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

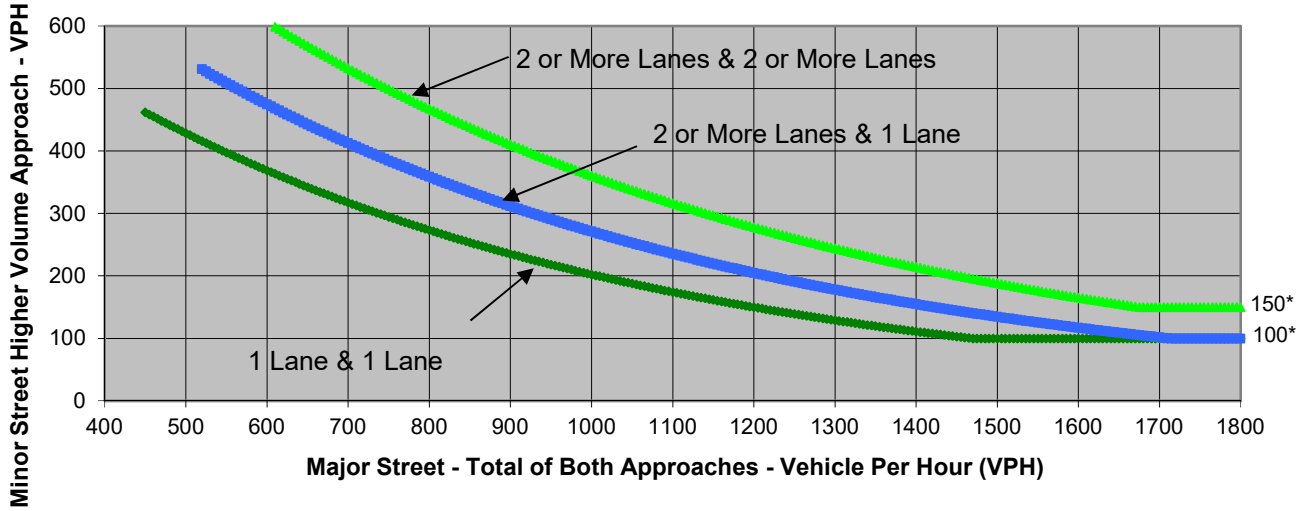
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	0	7
Through	0	0	39	37
Right	31	0	2	0
Total	36	0	41	43

Major Street Direction

0	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**84**	**36**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

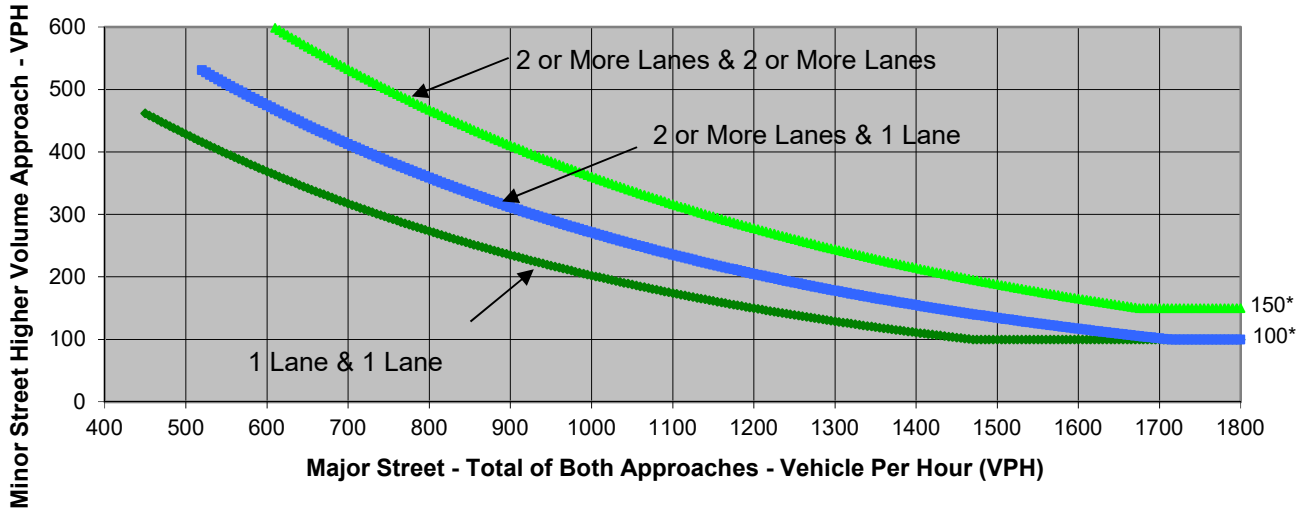
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	1	4
Through	0	0	20	29
Right	17	0	1	0
Total	22	0	22	33

Major Street Direction

0	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**55**	**22**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

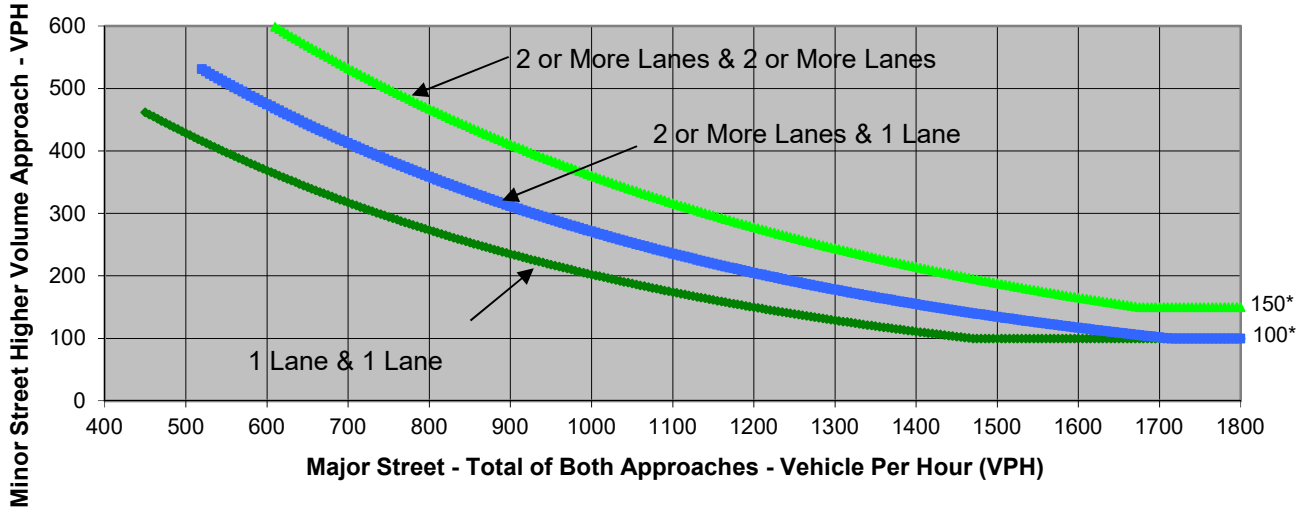
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	0	201
Through	0	0	43	52
Right	48	0	1	0
Total	50	0	44	253

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**297**	**50**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

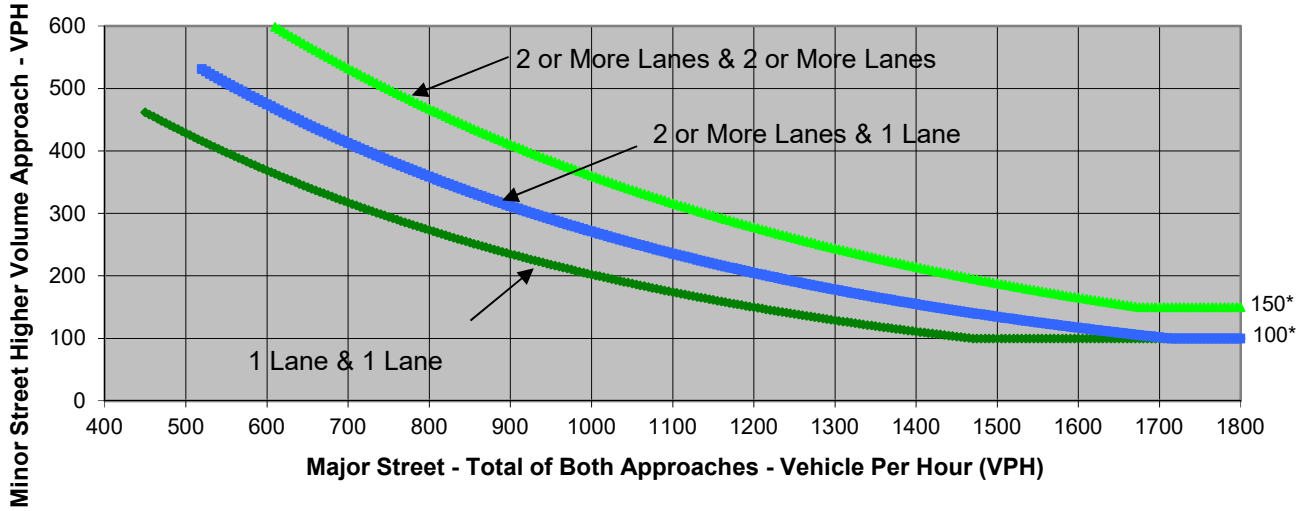
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	0	81
Through	0	0	39	37
Right	249	0	2	0
Total	254	0	41	117

Major Street Direction

0	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**158**	**254**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

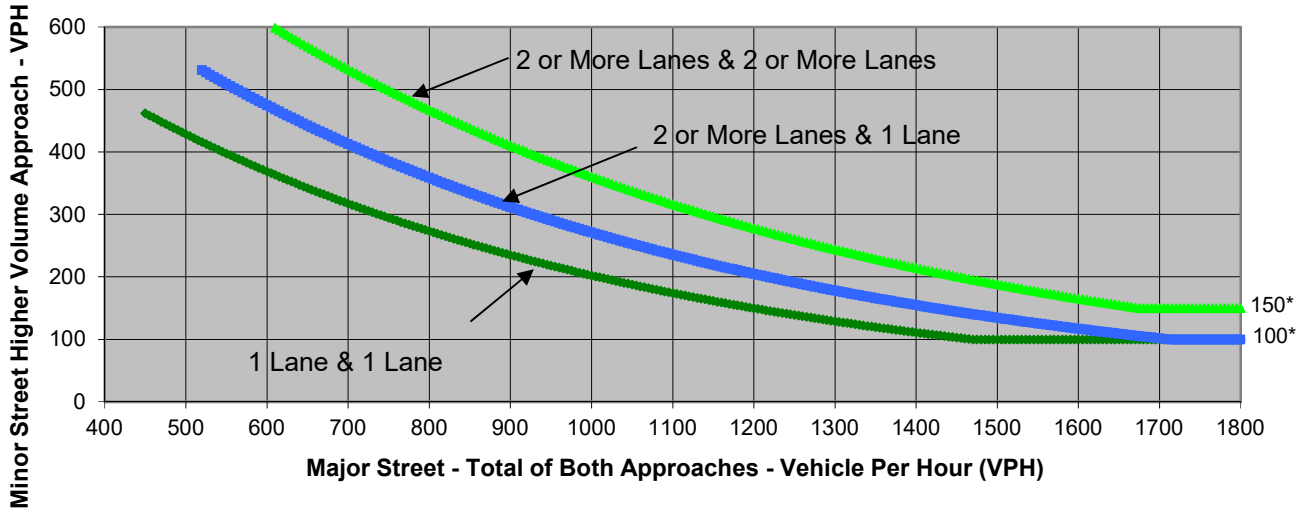
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	1	70
Through	0	0	20	29
Right	107	0	1	0
Total	112	0	22	99

Major Street Direction

0	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**121**	**112**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

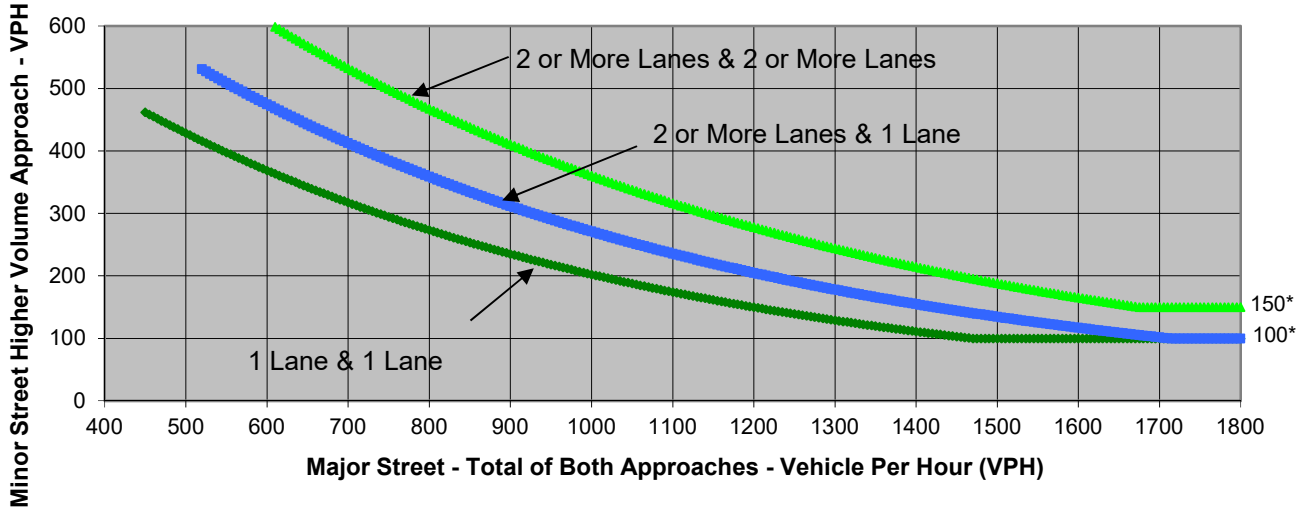
Project	Avion
Scenario	Future Year
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	0	14
Through	0	0	116	128
Right	3	0	1	0
Total	5	0	117	142

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**260**	**5**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

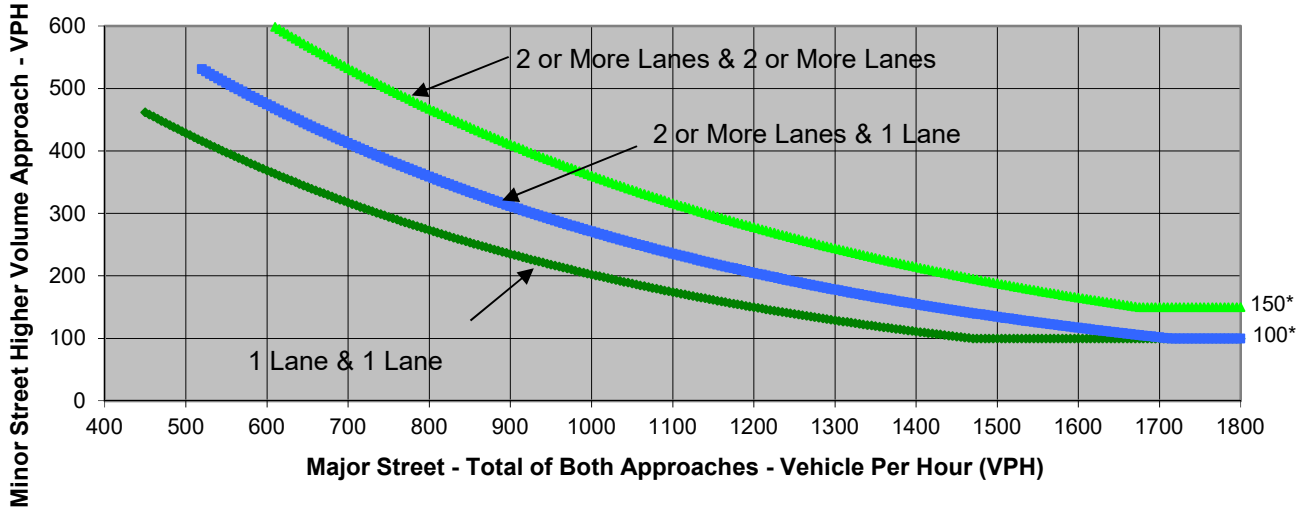
Project	Avion
Scenario	Future Year
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	0	7
Through	0	0	132	105
Right	32	0	2	0
Total	37	0	134	112

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**246**	**37**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

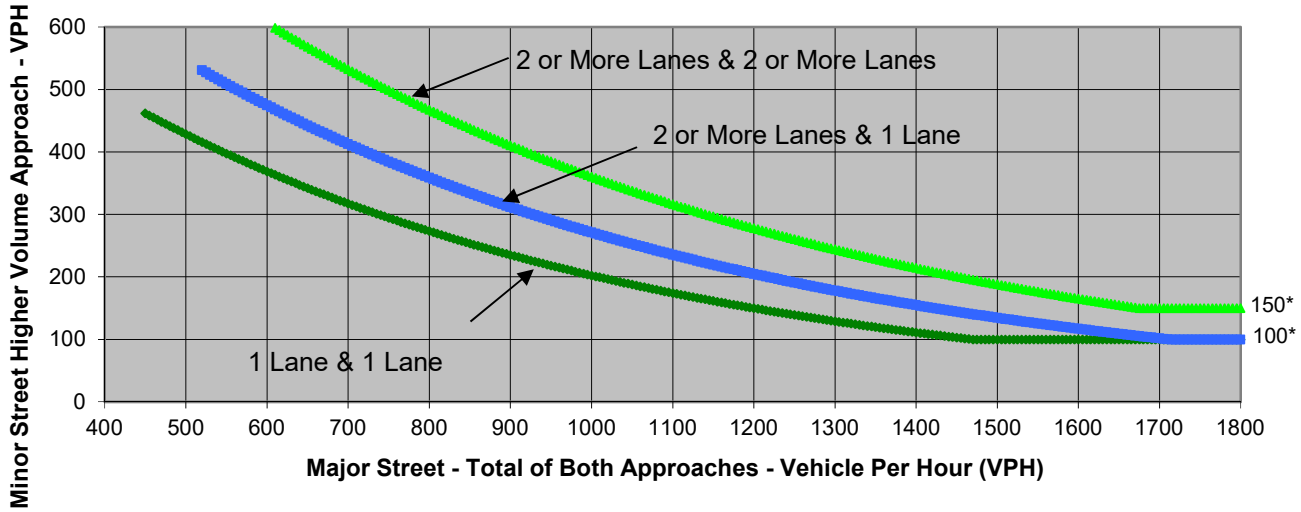
Project	Avion
Scenario	Future Year
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	1	4
Through	0	0	92	105
Right	18	0	1	0
Total	23	0	94	109

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**203**	**23**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

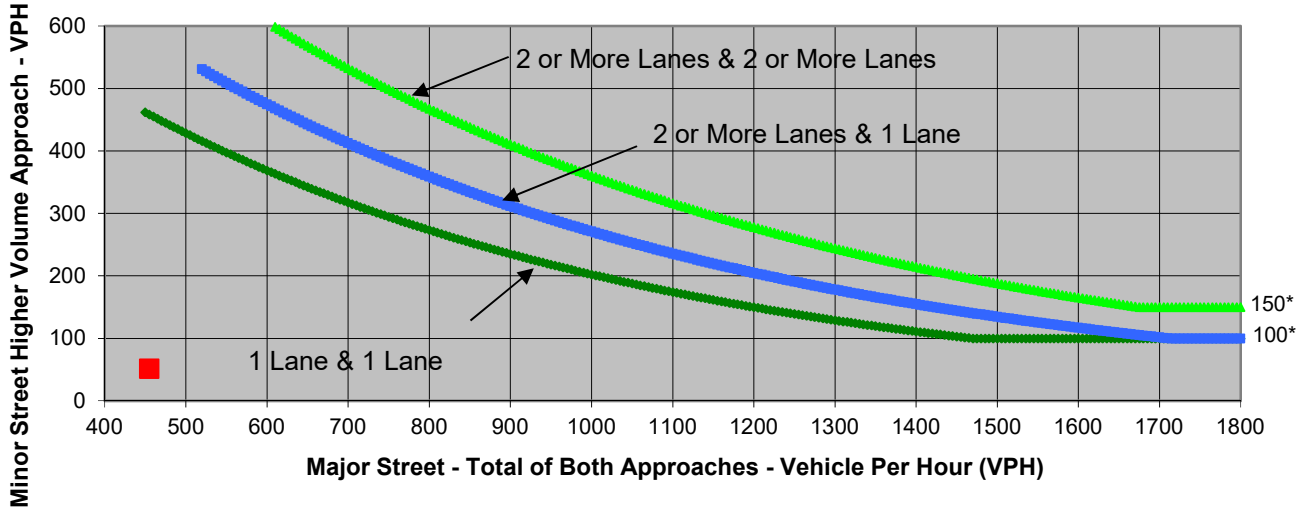
Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	2	0	0	209
Through	0	0	116	128
Right	50	0	1	0
Total	52	0	117	338

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**455**	**52**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

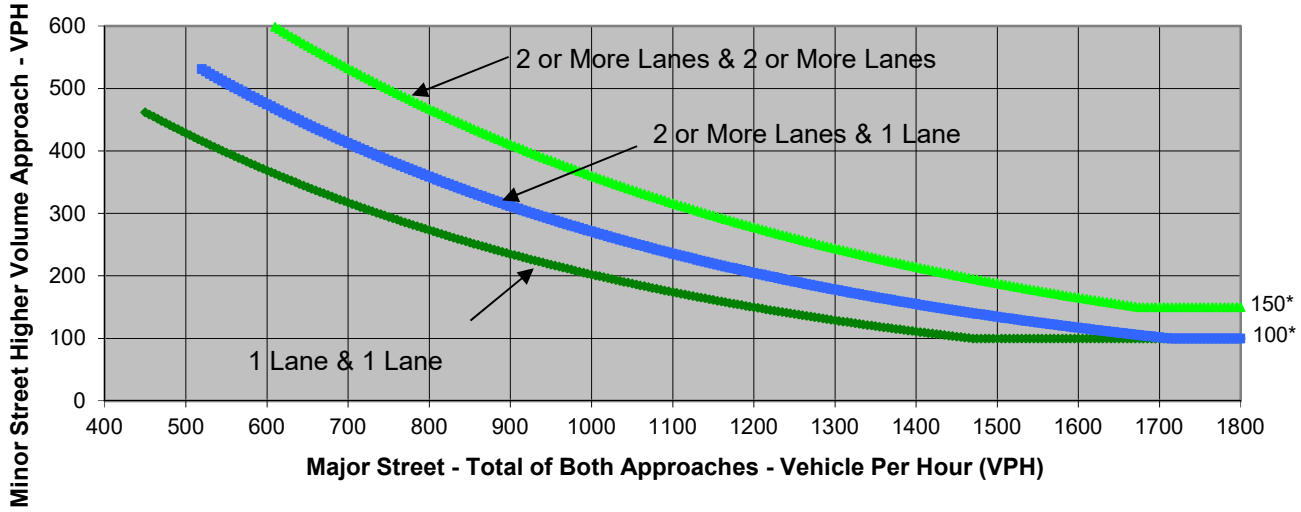
Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	0	84
Through	0	0	132	105
Right	259	0	2	0
Total	265	0	134	189

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**323**	**265**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Cohasset St
Minor Street	Kenwood St

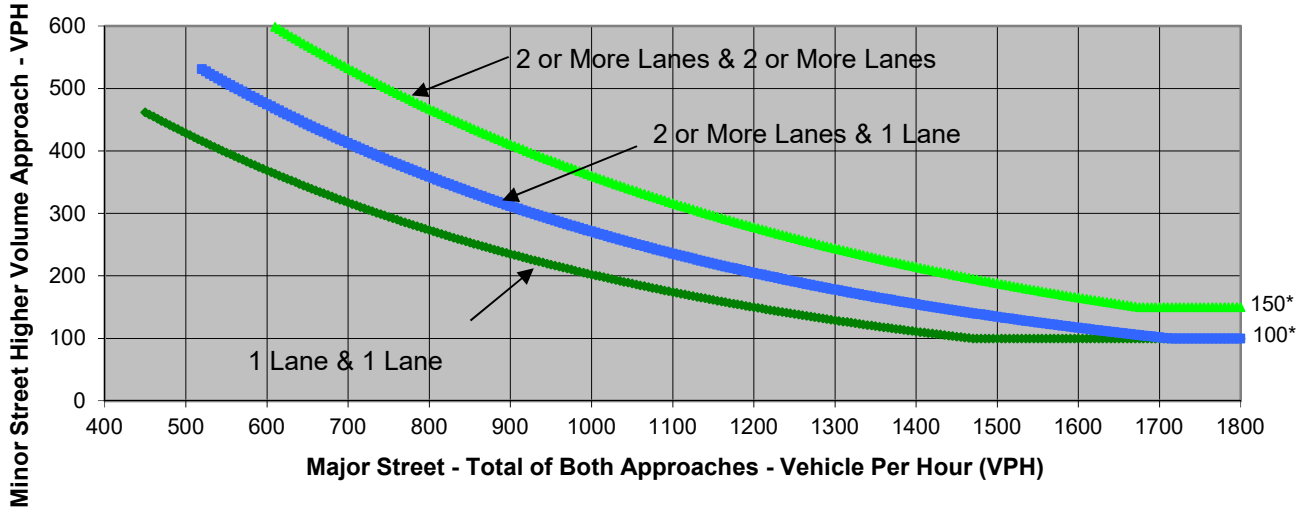
Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	0	1	73
Through	0	0	92	105
Right	111	0	1	0
Total	116	0	94	178

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Cohasset St	Kenwood St	
Number of Approach Lanes	**2**	**2**	**NO**
Traffic Volume (VPH) *	**272**	**116**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

STUDY LOCATION 34
SAN FERNANDO BLVD & I-5 SOUTHBOUND RAMPS

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Interstate 5 SB Off Ramp

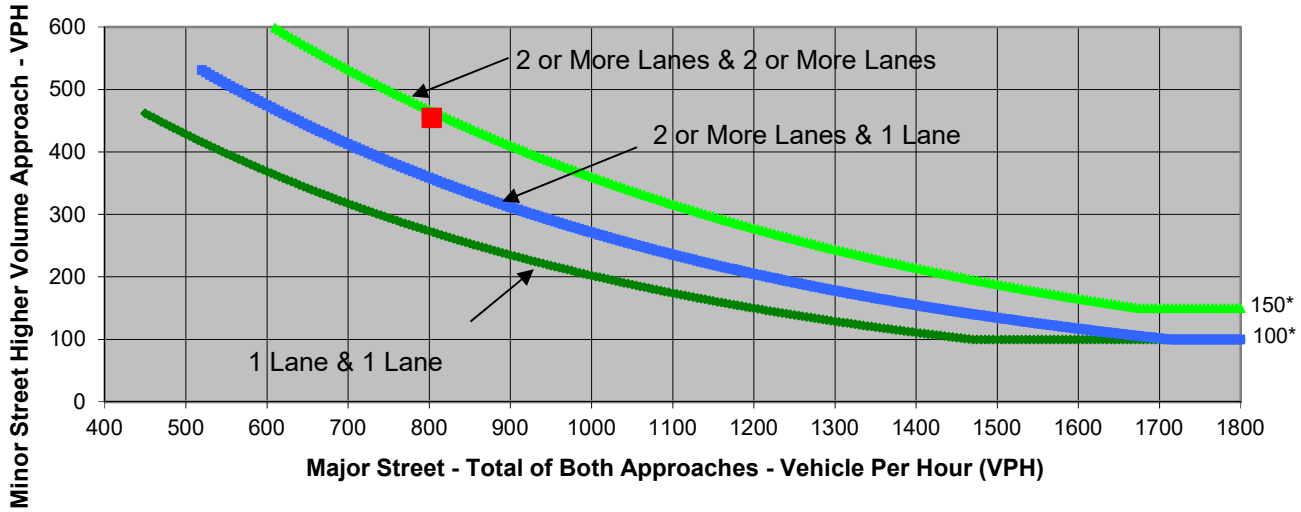
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	327	0	409
Through	142	118	0	0
Right	217	0	0	46
Total	359	444	0	455

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**803**	**455**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Interstate 5 SB Off Ramp

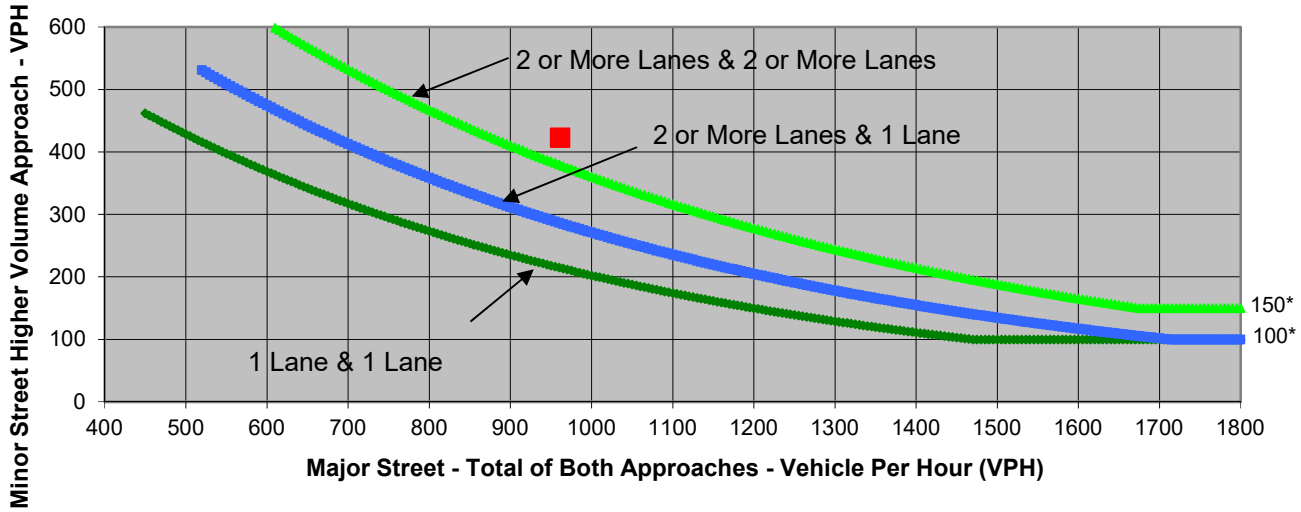
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	283	0	386
Through	113	112	0	0
Right	454	0	0	37
Total	567	395	0	423

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**962**	**423**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Interstate 5 SB Off Ramp

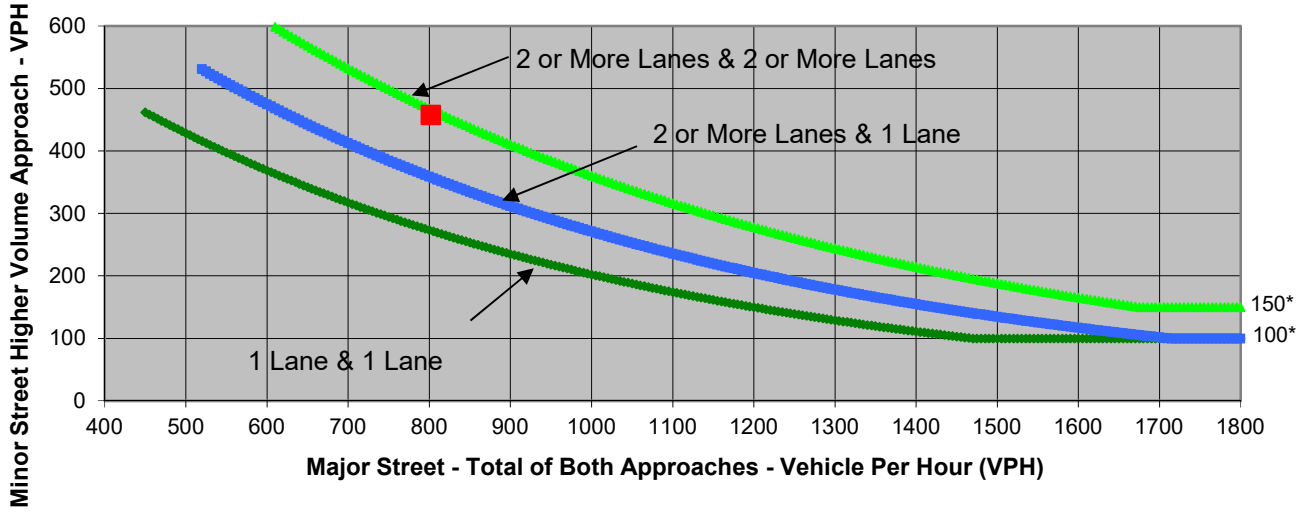
Project	Avion
Scenario	Existing Conditions
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	114	0	407
Through	376	85	0	0
Right	227	0	0	51
Total	603	199	0	458

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**802**	**458**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

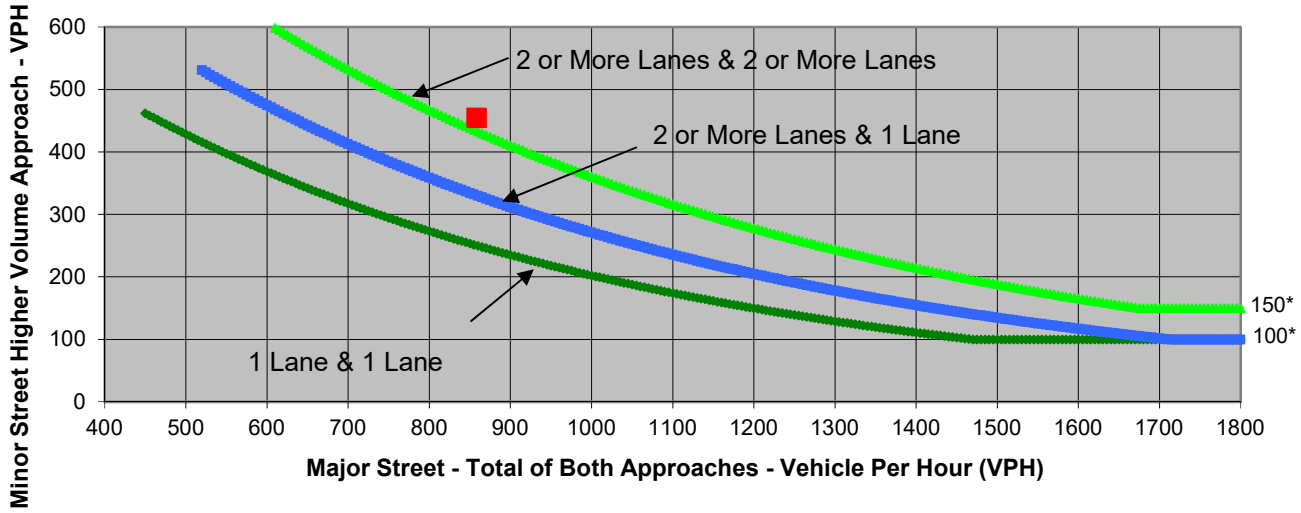
Major Street	San Fernando Blvd	Project	Avion
Minor Street	Interstate 5 SB Off Ramp	Scenario	Existing plus Project
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	335	0	409
Through	185	121	0	0
Right	217	0	0	46
Total	402	456	0	455

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**859**	**455**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Interstate 5 SB Off Ramp

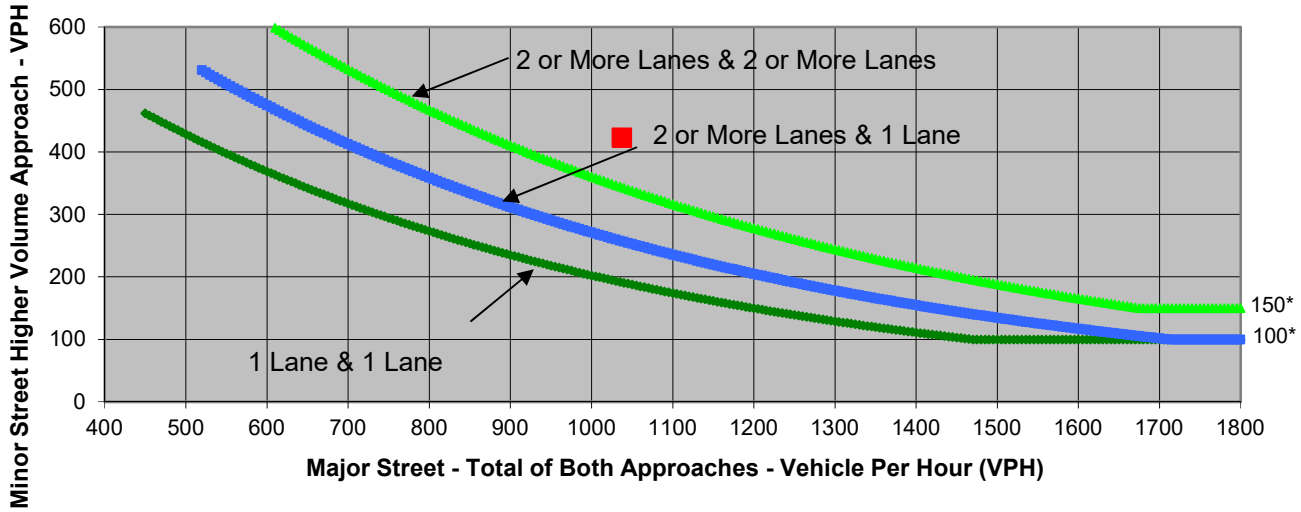
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	325	0	386
Through	130	129	0	0
Right	454	0	0	37
Total	584	454	0	423

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,038**	**423**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Interstate 5 SB Off Ramp

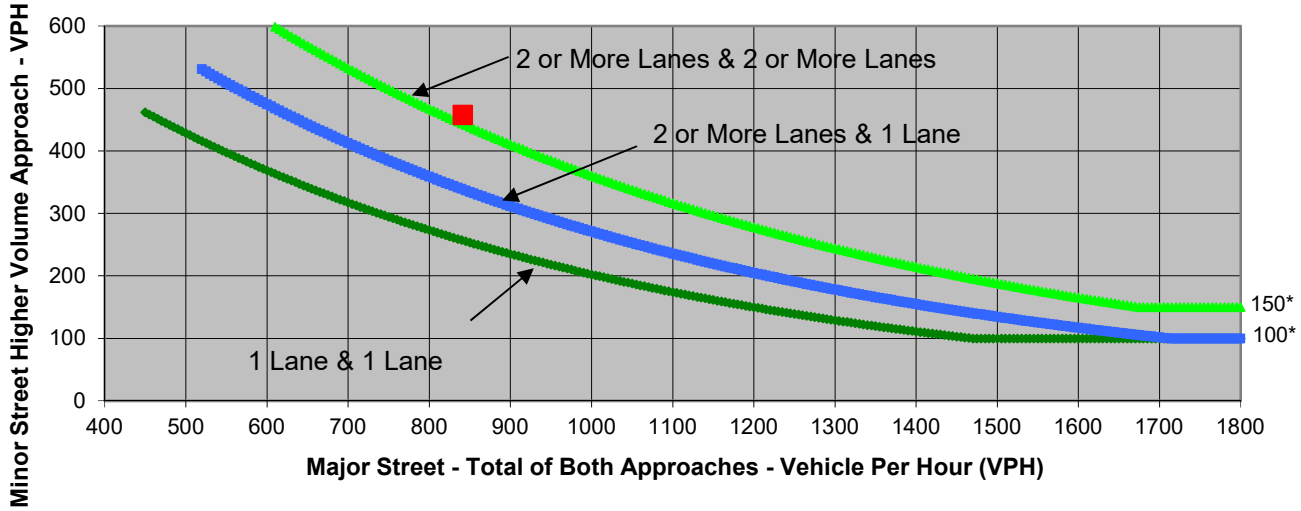
Project	Avion
Scenario	Existing plus Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	131	0	407
Through	391	92	0	0
Right	227	0	0	51
Total	618	223	0	458

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**841**	**458**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR & PEERS

Major Street	San Fernando Blvd
Minor Street	Interstate 5 SB Off Ramp

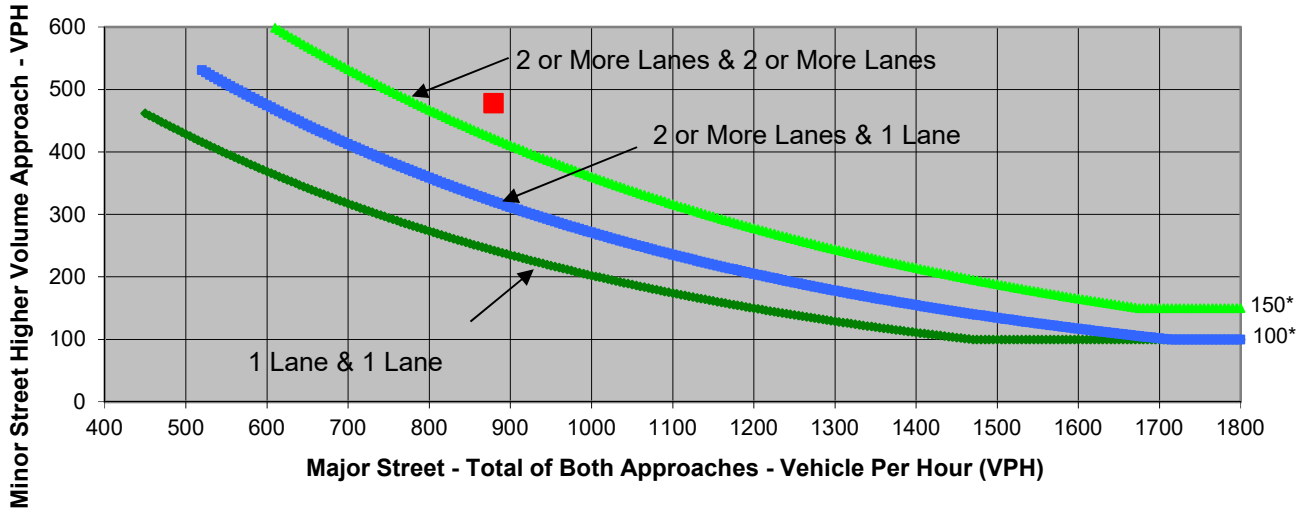
Project	Avion
Scenario	Future Year
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	343	0	430
Through	149	124	0	0
Right	263	0	0	48
Total	412	467	0	478

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**879**	**478**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

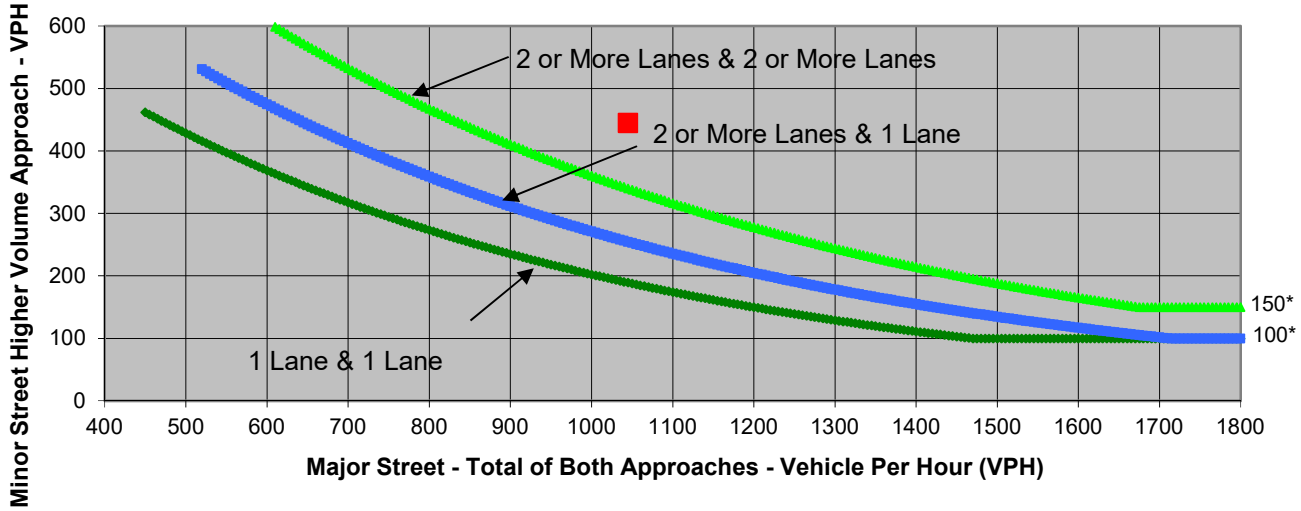
Major Street	San Fernando Blvd	Project	Avion
Minor Street	Interstate 5 SB Off Ramp	Scenario	Future Year
		Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	298	0	406
Through	119	118	0	0
Right	511	0	0	39
Total	630	415	0	445

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,045**	**445**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

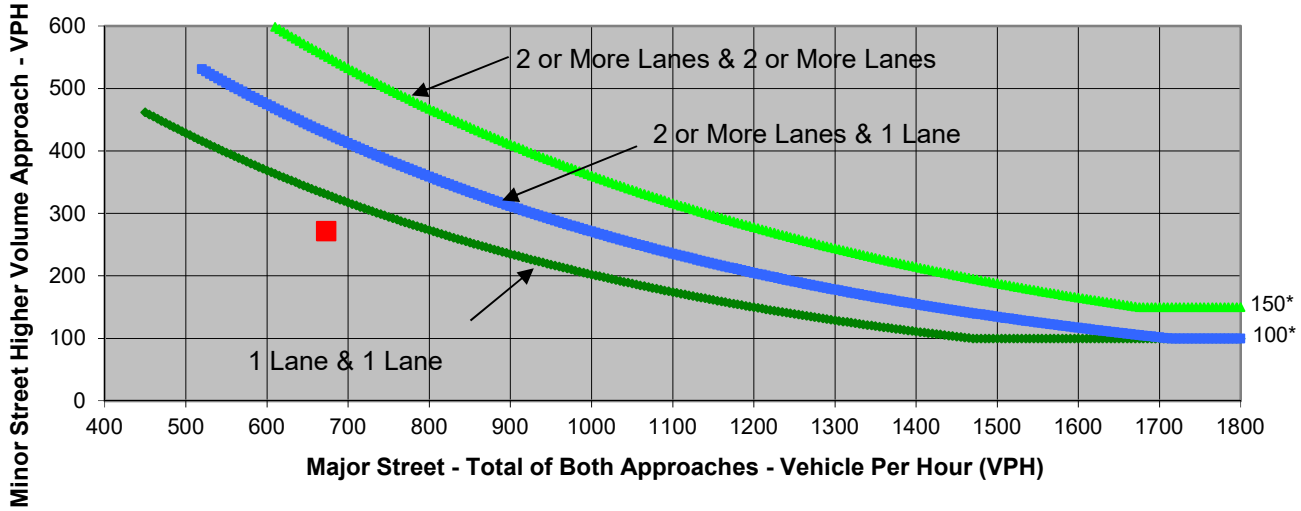
Major Street	San Fernando Blvd	Project	Avion
Minor Street	Interstate 5 SB Off Ramp	Scenario	Future Year
		Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	198	0	247
Through	76	72	0	0
Right	327	0	0	25
Total	403	270	0	272

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**NO**
Traffic Volume (VPH) *	**673**	**272**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

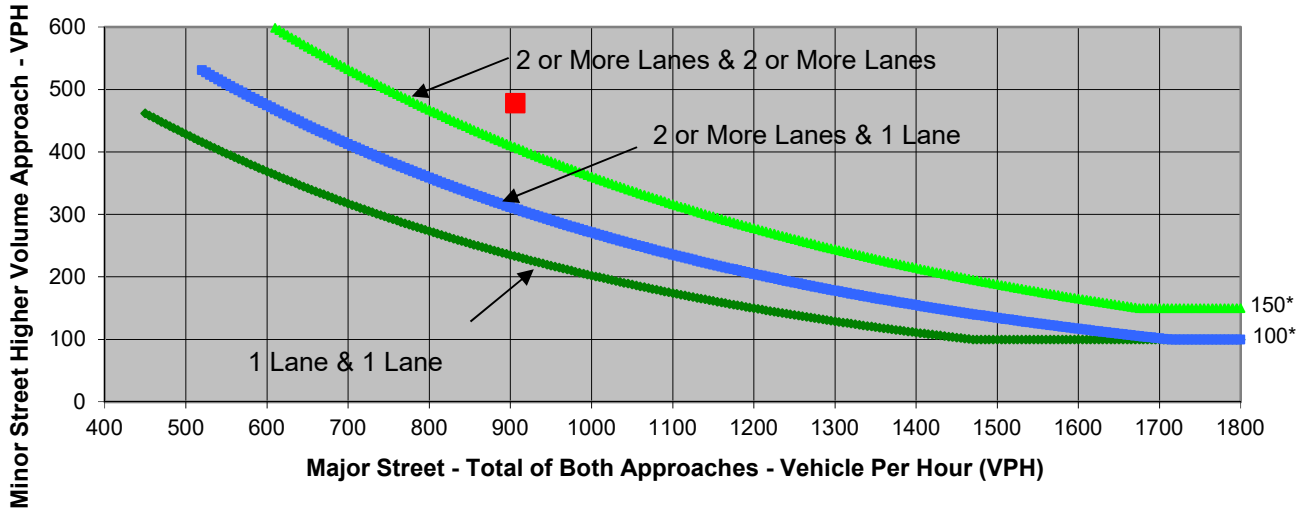
Major Street	San Fernando Blvd	Project	Avion
Minor Street	Interstate 5 SB Off Ramp	Scenario	Future Year plus Project
		Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	347	0	430
Through	171	125	0	0
Right	263	0	0	48
Total	434	472	0	478

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**906**	**478**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Interstate 5 SB Off Ramp

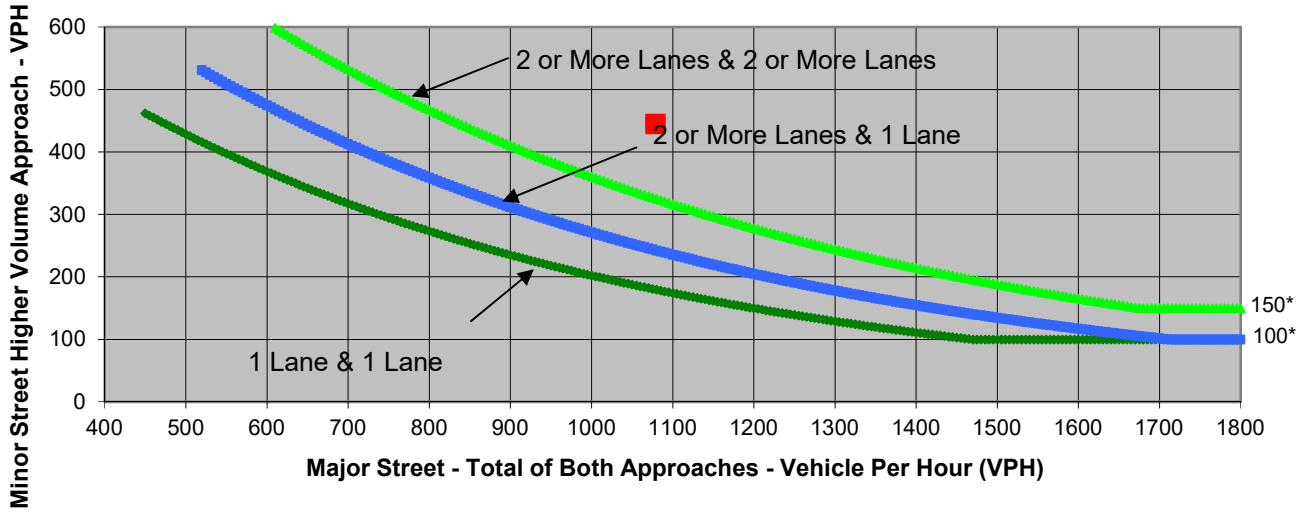
Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	314	0	406
Through	127	126	0	0
Right	511	0	0	39
Total	638	441	0	445

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,079**	**445**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	San Fernando Blvd
Minor Street	Interstate 5 SB Off Ramp

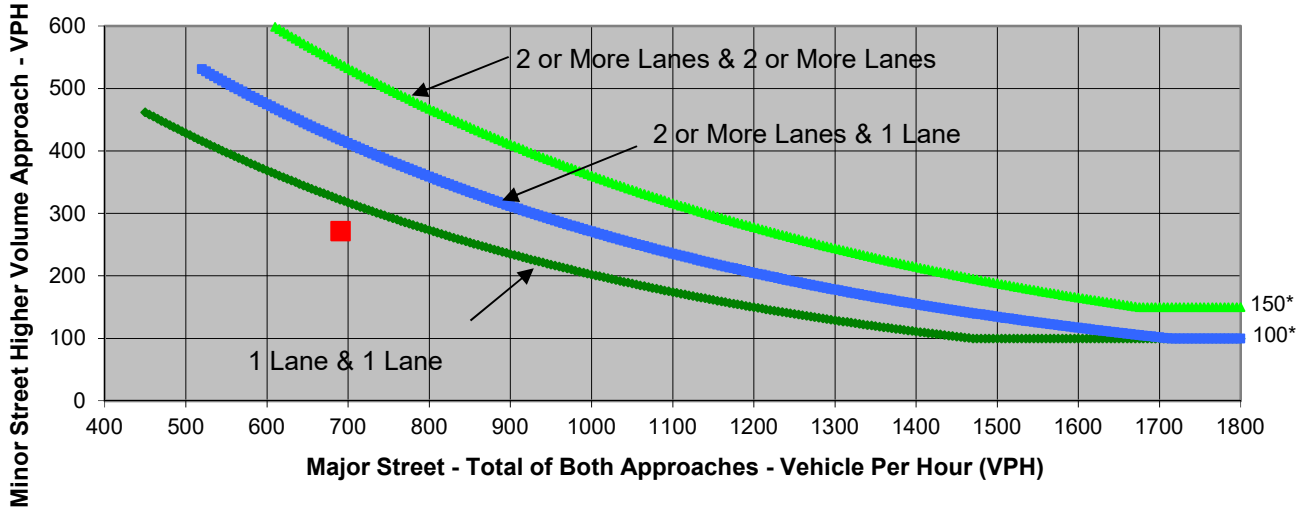
Project	Avion
Scenario	Future Year plus Project
Peak Hour	Weekend, MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	205	0	247
Through	84	75	0	0
Right	327	0	0	25
Total	411	280	0	272

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	San Fernando Blvd	Interstate 5 SB Off Ramp	
Number of Approach Lanes	**1**	**2**	**NO**
Traffic Volume (VPH) *	**691**	**272**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

APPENDIX D: QUEUING ANALYSIS SHEETS

EXISTING

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	239	232	264	552	813	158
v/c Ratio	0.68	0.53	0.56	0.56	0.83	0.29
Control Delay	37.0	16.5	27.4	24.4	32.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	16.5	27.4	24.4	32.6	5.3
Queue Length 50th (ft)	101	41	109	114	172	0
Queue Length 95th (ft)	#183	106	190	165	#246	39
Internal Link Dist (ft)		781		270	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	454	471	979	1006	563
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.51	0.56	0.56	0.81	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	262

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	996	0	589	1115	0
Future Vol, veh/h	167	996	0	589	1115	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	1083	0	640	1212	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1532	606	-	0	-	0
Stage 1	1212	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	~ 107	~ 440	0	-	-	0
Stage 1	244	-	0	-	-	0
Stage 2	709	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 107	~ 440	-	-	-	-
Mov Cap-2 Maneuver	~ 107	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 645.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	107	440	-
HCM Lane V/C Ratio	-	1.696	2.46	-
HCM Control Delay (s)	-	$ 419.5	$ 683.9	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	14.1	85.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	527	511	310	1003
v/c Ratio	0.78	0.82	0.17	0.54
Control Delay	35.8	39.8	16.5	21.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.8	39.8	16.5	21.5
Queue Length 50th (ft)	309	324	65	269
Queue Length 95th (ft)	408	437	103	371
Internal Link Dist (ft)	895		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	789	720	1862	1862
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.67	0.71	0.17	0.54

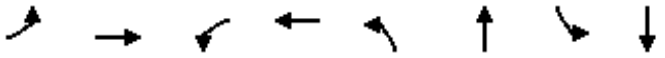
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	9	657	125	91	708	437	441	283	7
v/c Ratio	0.05	0.67	0.10	0.32	0.51	0.58	0.58	0.36	0.02
Control Delay	38.4	32.0	0.6	18.5	23.1	22.9	23.0	10.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	32.0	0.6	18.5	23.1	22.9	23.0	10.6	0.2
Queue Length 50th (ft)	5	170	0	30	145	183	185	50	0
Queue Length 95th (ft)	20	233	9	58	261	331	335	126	0
Internal Link Dist (ft)		208			187		1028		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	399	3539	1287	486	3539	758	760	784	536
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.19	0.10	0.19	0.20	0.58	0.58	0.36	0.01

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	237	566	309	316	504
v/c Ratio	0.77	0.36	0.50	0.32	0.53
Control Delay	55.8	0.6	12.3	16.8	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	0.6	12.3	16.8	20.0
Queue Length 50th (ft)	139	0	53	105	190
Queue Length 95th (ft)	245	0	111	228	396
Internal Link Dist (ft)	591			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	563	1583	1323	974	957
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.36	0.23	0.32	0.53

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	103	664	27	438	412	1110	175	787
v/c Ratio	0.59	0.99	0.50	0.43	1.99	1.02	3.80	0.91dr
Control Delay	76.2	96.8	99.6	45.8	491.2	82.8	1328.5	64.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	96.8	99.6	45.8	491.2	82.8	1328.5	64.7
Queue Length 50th (ft)	103	~399	28	193	~694	~666	~297	429
Queue Length 95th (ft)	179	#540	66	245	#925	#823	#467	#545
Internal Link Dist (ft)		218		277		779		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	175	669	68	1189	207	1092	46	925
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.99	0.40	0.37	1.99	1.02	3.80	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	21.5
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	409	46	142	217	327	118
Future Vol, veh/h	409	46	142	217	327	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	445	50	154	236	355	128
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	19.2	22.4	23.2
HCM LOS	C	C	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	75%	100%	0%
Vol Thru, %	40%	0%	0%	0%	100%
Vol Right, %	60%	0%	25%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	359	273	182	327	118
LT Vol	0	273	136	327	0
Through Vol	142	0	0	0	118
RT Vol	217	0	46	0	0
Lane Flow Rate	390	296	198	355	128
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.688	0.622	0.399	0.725	0.243
Departure Headway (Hd)	6.344	7.557	7.248	7.342	6.831
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	566	477	493	491	522
Service Time	4.421	5.336	5.027	5.128	4.616
HCM Lane V/C Ratio	0.689	0.621	0.402	0.723	0.245
HCM Control Delay	22.4	22.1	14.8	27.3	11.8
HCM Lane LOS	C	C	B	D	B
HCM 95th-tile Q	5.3	4.2	1.9	5.9	0.9

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2041	67	1696	232	9	188	193	364
v/c Ratio	1.73	1.37	0.72	0.91	0.02	0.51	0.51	0.86
Control Delay	364.1	300.9	36.4	95.4	0.1	56.8	56.6	60.7
Queue Delay	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Total Delay	364.1	300.9	37.5	95.4	0.1	56.8	56.6	60.7
Queue Length 50th (ft)	~1136	~92	527	232	0	175	180	266
Queue Length 95th (ft)	#1256	#205	605	#404	0	262	267	398
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	1181	49	2344	274	429	448	462	495
Starvation Cap Reductn	0	0	379	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.73	1.37	0.86	0.85	0.02	0.42	0.42	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	977	1242	343
v/c Ratio	0.36	0.35	0.43
Control Delay	5.7	0.3	6.8
Queue Delay	0.0	0.0	0.0
Total Delay	5.7	0.3	6.8
Queue Length 50th (ft)	35	0	11
Queue Length 95th (ft)	59	0	36
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	5085	3539	2257
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.35	0.15

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	182	218	490	1006	300	166
v/c Ratio	0.67	0.53	0.55	0.54	0.61	0.46
Control Delay	57.0	12.4	21.3	19.2	51.8	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	12.4	21.3	19.2	51.8	10.6
Queue Length 50th (ft)	136	14	238	244	113	0
Queue Length 95th (ft)	202	83	447	394	151	59
Internal Link Dist (ft)		781		270	94	
Turn Bay Length (ft)						
Base Capacity (vph)	507	596	898	1858	921	534
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.37	0.55	0.54	0.33	0.31

Intersection Summary

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	614	0	1365	474	0
Future Vol, veh/h	64	614	0	1365	474	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	667	0	1484	515	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1257	258	-	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	163	741	0	-	-	0
Stage 1	565	-	0	-	-	0
Stage 2	432	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	163	741	-	-	-	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	163	741	-
HCM Lane V/C Ratio	-	0.427	0.901	-
HCM Control Delay (s)	-	42.6	37.2	-
HCM Lane LOS	-	E	E	-
HCM 95th %tile Q(veh)	-	1.9	11.9	-

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	692	629	716	433
v/c Ratio	0.76	0.73	0.52	0.32
Control Delay	25.0	18.1	28.0	24.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.0	18.1	28.0	24.9
Queue Length 50th (ft)	329	227	198	108
Queue Length 95th (ft)	417	326	281	164
Internal Link Dist (ft)	911		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	1035	961	1372	1372
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.67	0.65	0.52	0.32

Intersection Summary

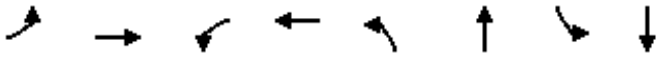
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	7	874	600	125	1065	252	255	29	11
v/c Ratio	0.03	0.63	0.45	0.38	0.61	0.49	0.49	0.06	0.04
Control Delay	40.0	23.7	1.8	13.5	20.2	28.4	28.5	5.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	23.7	1.8	13.5	20.2	28.4	28.5	5.3	0.2
Queue Length 50th (ft)	3	191	15	29	174	113	115	0	0
Queue Length 95th (ft)	19	303	39	67	393	212	215	14	0
Internal Link Dist (ft)		208			187		1028		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	427	3539	1508	547	3539	812	814	786	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.25	0.40	0.23	0.30	0.31	0.31	0.04	0.02

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	213	461	633	492	510
v/c Ratio	0.78	0.29	0.83	0.66	0.70
Control Delay	73.9	0.5	36.2	41.0	41.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	0.5	36.2	41.0	41.7
Queue Length 50th (ft)	172	0	296	334	347
Queue Length 95th (ft)	293	0	535	609	#674
Internal Link Dist (ft)	591			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	428	1583	1010	741	724
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.29	0.63	0.66	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	114	904	68	1010	74	711	118	739
v/c Ratio	2.59	1.41	1.55	0.90	0.36	0.67	2.68	1.13dr
Control Delay	801.6	242.2	374.7	64.6	51.5	54.2	839.6	68.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	801.6	242.2	374.7	64.6	51.5	54.2	839.6	68.3
Queue Length 50th (ft)	~206	~692	~103	552	63	355	~215	404
Queue Length 95th (ft)	#346	#831	#215	#651	118	430	#313	488
Internal Link Dist (ft)		218		277		779		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	44	639	44	1124	208	1056	44	864
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.59	1.41	1.55	0.90	0.36	0.67	2.68	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	42.5
Intersection LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	386	37	113	454	283	112
Future Vol, veh/h	386	37	113	454	283	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	420	40	123	493	308	122
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	19.5	75.3	20.1
HCM LOS	C	F	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	78%	100%	0%
Vol Thru, %	20%	0%	0%	0%	100%
Vol Right, %	80%	0%	22%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	567	257	166	283	112
LT Vol	0	257	129	283	0
Through Vol	113	0	0	0	112
RT Vol	454	0	37	0	0
Lane Flow Rate	616	280	180	308	122
Geometry Grp	4	7	7	7	7
Degree of Util (X)	1.049	0.607	0.377	0.641	0.237
Departure Headway (Hd)	6.127	8.032	7.757	7.732	7.218
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	592	453	466	471	500
Service Time	4.182	5.732	5.457	5.432	4.918
HCM Lane V/C Ratio	1.041	0.618	0.386	0.654	0.244
HCM Control Delay	75.3	22.4	15.1	23.2	12.1
HCM Lane LOS	F	C	C	C	B
HCM 95th-tile Q	17	3.9	1.7	4.4	0.9

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2336	21	1578	299	42	281	280	343
v/c Ratio	1.73	0.27	0.82	1.03	0.09	0.72	0.70	0.80
Control Delay	362.5	65.1	40.9	110.7	1.1	60.0	59.0	53.3
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	362.5	65.1	41.0	110.7	1.1	60.0	59.0	53.3
Queue Length 50th (ft)	~1210	18	461	~319	0	249	248	234
Queue Length 95th (ft)	#1497	48	547	#588	5	394	391	389
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	1349	132	2697	290	482	516	524	540
Starvation Cap Reductn	0	0	222	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.73	0.16	0.64	1.03	0.09	0.54	0.53	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1636	1200	507
v/c Ratio	0.55	0.34	0.66
Control Delay	9.2	0.3	24.8
Queue Delay	0.0	0.0	0.0
Total Delay	9.2	0.3	24.8
Queue Length 50th (ft)	118	0	84
Queue Length 95th (ft)	217	0	184
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	4567	3539	1425
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.36	0.34	0.36

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	201	190	389	810	349	108
v/c Ratio	0.60	0.45	0.62	0.63	0.52	0.28
Control Delay	33.4	13.2	25.1	21.5	28.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	13.2	25.1	21.5	28.4	7.2
Queue Length 50th (ft)	83	24	149	155	73	0
Queue Length 95th (ft)	148	78	#314	244	103	35
Internal Link Dist (ft)		781		270	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	444	626	1294	1006	527
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.43	0.62	0.63	0.35	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	97	517	0	1011	581	0
Future Vol, veh/h	97	517	0	1011	581	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	562	0	1099	632	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1181	316	-	0	-	0
Stage 1	632	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	183	680	0	-	-	0
Stage 1	492	-	0	-	-	0
Stage 2	542	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	183	680	-	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	183	680	-
HCM Lane V/C Ratio	-	0.576	0.826	-
HCM Control Delay (s)	-	48.4	30.3	-
HCM Lane LOS	-	E	D	-
HCM 95th %tile Q(veh)	-	3.1	8.9	-

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	355	282	380	433
v/c Ratio	0.73	0.46	0.17	0.19
Control Delay	46.8	5.7	10.0	10.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	46.8	5.7	10.0	10.1
Queue Length 50th (ft)	245	0	58	67
Queue Length 95th (ft)	312	60	102	115
Internal Link Dist (ft)	893		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	808	842	2266	2266
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.33	0.17	0.19

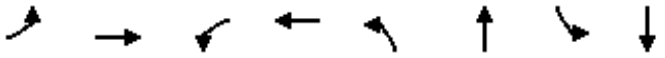
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	5	398	132	57	529	236	241	45	4
v/c Ratio	0.02	0.32	0.11	0.11	0.30	0.51	0.52	0.10	0.01
Control Delay	26.0	16.4	0.7	8.5	11.8	23.6	23.8	7.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	16.4	0.7	8.5	11.8	23.6	23.8	7.5	0.0
Queue Length 50th (ft)	2	55	0	9	49	74	75	1	0
Queue Length 95th (ft)	11	101	9	28	144	158	162	23	0
Internal Link Dist (ft)		208			187		1028		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	576	3539	1578	756	3539	1095	1098	1045	741
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.11	0.08	0.08	0.15	0.22	0.22	0.04	0.01

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	161	352	100	138	356
v/c Ratio	0.66	0.22	0.14	0.12	0.32
Control Delay	47.0	0.3	4.2	7.6	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	0.3	4.2	7.6	8.9
Queue Length 50th (ft)	79	0	11	27	77
Queue Length 95th (ft)	141	0	27	57	141
Internal Link Dist (ft)	591			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	657	1583	1495	1137	1103
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.22	0.07	0.12	0.32

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	72	285	35	396	62	628	45	681
v/c Ratio	0.59	0.64	0.61	0.46	0.25	0.54	0.92	0.69
Control Delay	83.7	70.0	107.2	48.3	43.3	42.5	159.1	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	70.0	107.2	48.3	43.3	42.5	159.1	52.2
Queue Length 50th (ft)	70	147	33	172	46	264	44	323
Queue Length 95th (ft)	129	198	#94	223	97	356	#142	429
Internal Link Dist (ft)		218		277		779		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	194	712	66	1263	246	1165	49	985
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.40	0.53	0.31	0.25	0.54	0.92	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	52.5
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	407	51	376	227	114	85
Future Vol, veh/h	407	51	376	227	114	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	442	55	409	247	124	92
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	18.8	91.2	12.5
HCM LOS	C	F	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	73%	100%	0%
Vol Thru, %	62%	0%	0%	0%	100%
Vol Right, %	38%	0%	27%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	603	271	187	114	85
LT Vol	0	271	136	114	0
Through Vol	376	0	0	0	85
RT Vol	227	0	51	0	0
Lane Flow Rate	655	295	203	124	92
Geometry Grp	4	7	7	7	7
Degree of Util (X)	1.101	0.606	0.398	0.26	0.181
Departure Headway (Hd)	6.046	7.672	7.337	7.806	7.292
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	603	475	493	463	495
Service Time	4.07	5.372	5.037	5.506	4.992
HCM Lane V/C Ratio	1.086	0.621	0.412	0.268	0.186
HCM Control Delay	91.2	21.5	14.8	13.2	11.6
HCM Lane LOS	F	C	B	B	B
HCM 95th-tile Q	19.8	3.9	1.9	1	0.7

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2319	26	1882	172	79	248	244	412
v/c Ratio	1.56	0.30	0.88	0.77	0.21	0.59	0.58	0.82
Control Delay	285.7	64.1	41.1	74.9	11.6	51.9	51.4	46.1
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	285.7	64.1	41.2	74.9	11.6	51.9	51.4	46.1
Queue Length 50th (ft)	~1214	22	577	154	0	211	206	246
Queue Length 95th (ft)	#1488	57	706	#266	46	345	338	#452
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	1488	139	2975	331	524	569	573	628
Starvation Cap Reductn	0	0	266	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.56	0.19	0.69	0.52	0.15	0.44	0.43	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1687	1635	463
v/c Ratio	0.56	0.46	0.64
Control Delay	8.7	0.4	25.7
Queue Delay	0.0	0.0	0.0
Total Delay	8.7	0.4	25.7
Queue Length 50th (ft)	121	0	80
Queue Length 95th (ft)	219	0	175
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	4514	3539	1400
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.37	0.46	0.33

Intersection Summary

EXISTING PLUS PROJECT

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	302	291	279	575	813	158
v/c Ratio	0.83	0.64	0.61	0.61	0.83	0.29
Control Delay	48.0	21.3	29.1	25.5	32.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	21.3	29.1	25.5	32.6	5.3
Queue Length 50th (ft)	133	66	116	120	172	0
Queue Length 95th (ft)	#266	149	202	173	#246	39
Internal Link Dist (ft)		781		270	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	457	456	946	1006	563
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.64	0.61	0.61	0.81	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	381.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	1140	0	624	1227	0
Future Vol, veh/h	167	1140	0	624	1227	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	1239	0	678	1334	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	667	-	0	-	0
Stage 1	1334	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	~ 87	~ 401	0	-	-	0
Stage 1	210	-	0	-	-	0
Stage 2	693	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 87	~ 401	-	-	-	-
Mov Cap-2 Maneuver	~ 87	-	-	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 921.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	87	401	-
HCM Lane V/C Ratio	-	2.086	3.09	-
HCM Control Delay (s)	-	$ 604.9	$ 967.6	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	16.1	109	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	552	525	310	1003
v/c Ratio	0.80	0.83	0.17	0.55
Control Delay	36.7	39.6	17.0	22.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.7	39.6	17.0	22.2
Queue Length 50th (ft)	326	331	67	276
Queue Length 95th (ft)	439	455	103	371
Internal Link Dist (ft)	895		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	787	720	1829	1829
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.70	0.73	0.17	0.55

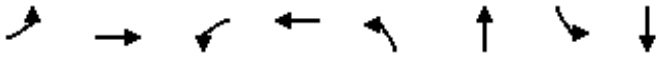
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	9	657	125	91	708	445	448	283	7
v/c Ratio	0.05	0.67	0.10	0.32	0.51	0.59	0.59	0.36	0.02
Control Delay	38.4	32.0	0.6	18.5	23.1	23.2	23.2	10.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	32.0	0.6	18.5	23.1	23.2	23.2	10.7	0.2
Queue Length 50th (ft)	5	170	0	30	145	187	189	51	0
Queue Length 95th (ft)	20	233	9	58	261	340	343	127	0
Internal Link Dist (ft)		208			187		1028		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	399	3539	1287	486	3539	758	760	783	536
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.19	0.10	0.19	0.20	0.59	0.59	0.36	0.01

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	237	605	309	316	504
v/c Ratio	0.77	0.38	0.50	0.32	0.53
Control Delay	55.8	0.7	12.3	16.8	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	0.7	12.3	16.8	20.0
Queue Length 50th (ft)	139	0	53	105	190
Queue Length 95th (ft)	245	0	111	228	396
Internal Link Dist (ft)	591			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	563	1583	1323	974	957
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.38	0.23	0.32	0.53

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	103	664	27	438	412	1134	175	793
v/c Ratio	0.59	0.99	0.50	0.43	2.00	1.04	3.80	0.91dr
Control Delay	76.2	96.8	99.6	45.8	495.4	88.3	1328.5	65.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	96.8	99.6	45.8	495.4	88.3	1328.5	65.1
Queue Length 50th (ft)	103	~399	28	193	~695	~695	~297	433
Queue Length 95th (ft)	179	#540	66	245	#926	#853	#467	#551
Internal Link Dist (ft)		218		277		779		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	175	669	68	1189	206	1092	46	926
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.99	0.40	0.37	2.00	1.04	3.80	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	409	46	185	217	335	121
Future Vol, veh/h	409	46	185	217	335	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	445	50	201	236	364	132
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	20	28.9	25.2
HCM LOS	C	D	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	75%	100%	0%
Vol Thru, %	46%	0%	0%	0%	100%
Vol Right, %	54%	0%	25%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	402	273	182	335	121
LT Vol	0	273	136	335	0
Through Vol	185	0	0	0	121
RT Vol	217	0	46	0	0
Lane Flow Rate	437	296	198	364	132
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.781	0.635	0.408	0.754	0.254
Departure Headway (Hd)	6.433	7.715	7.406	7.456	6.944
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	559	465	484	481	513
Service Time	4.516	5.502	5.192	5.252	4.739
HCM Lane V/C Ratio	0.782	0.637	0.409	0.757	0.257
HCM Control Delay	28.9	23.1	15.3	29.9	12.1
HCM Lane LOS	D	C	C	D	B
HCM 95th-tile Q	7.2	4.3	2	6.4	1

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2060	67	1774	232	9	188	193	364
v/c Ratio	1.75	1.37	0.76	0.91	0.02	0.51	0.51	0.86
Control Delay	371.5	300.9	37.6	95.4	0.1	56.8	56.6	60.7
Queue Delay	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Total Delay	371.5	300.9	39.2	95.4	0.1	56.8	56.6	60.7
Queue Length 50th (ft)	~1152	~92	564	232	0	175	180	266
Queue Length 95th (ft)	#1271	#205	646	#404	0	262	267	398
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	1180	49	2344	274	429	448	462	495
Starvation Cap Reductn	0	0	370	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.75	1.37	0.90	0.85	0.02	0.42	0.42	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	977	1242	343
v/c Ratio	0.36	0.35	0.43
Control Delay	5.7	0.3	6.8
Queue Delay	0.0	0.0	0.0
Total Delay	5.7	0.3	6.8
Queue Length 50th (ft)	35	0	11
Queue Length 95th (ft)	59	0	36
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	5085	3539	2257
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.35	0.15

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	225	223	552	1126	300	166
v/c Ratio	0.71	0.50	0.64	0.64	0.61	0.46
Control Delay	55.9	11.4	26.3	23.3	51.8	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	11.4	26.3	23.3	51.8	10.6
Queue Length 50th (ft)	168	16	303	307	113	0
Queue Length 95th (ft)	235	83	#607	498	151	59
Internal Link Dist (ft)		781		270	94	
Turn Bay Length (ft)						
Base Capacity (vph)	507	597	856	1765	921	534
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.37	0.64	0.64	0.33	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	16.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	671	0	1533	518	0
Future Vol, veh/h	64	671	0	1533	518	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	729	0	1666	563	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1396	282	-	0	-	0
Stage 1	563	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	132	~ 715	0	-	-	0
Stage 1	534	-	0	-	-	0
Stage 2	387	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	132	~ 715	-	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	62.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	132	715	-
HCM Lane V/C Ratio	-	0.527	1.02	-
HCM Control Delay (s)	-	59.2	62.8	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	2.5	17.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	694	642	716	433
v/c Ratio	0.76	0.74	0.52	0.32
Control Delay	25.0	18.8	28.0	24.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.0	18.8	28.0	24.9
Queue Length 50th (ft)	330	236	198	109
Queue Length 95th (ft)	419	338	281	164
Internal Link Dist (ft)	911		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	1035	961	1369	1369
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.67	0.67	0.52	0.32

Intersection Summary

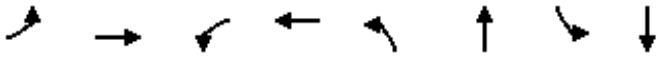
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	7	874	600	125	1065	255	258	29	11
v/c Ratio	0.03	0.63	0.45	0.38	0.61	0.49	0.49	0.06	0.04
Control Delay	40.2	23.9	1.8	13.7	20.4	28.4	28.5	5.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	23.9	1.8	13.7	20.4	28.4	28.5	5.3	0.2
Queue Length 50th (ft)	3	193	15	30	176	115	116	0	0
Queue Length 95th (ft)	19	304	38	67	395	215	218	14	0
Internal Link Dist (ft)		208			187		1028		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	425	3539	1505	543	3539	808	810	782	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.25	0.40	0.23	0.30	0.32	0.32	0.04	0.02

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	213	476	633	492	510
v/c Ratio	0.78	0.30	0.83	0.66	0.70
Control Delay	73.9	0.5	36.2	41.0	41.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	0.5	36.2	41.0	41.7
Queue Length 50th (ft)	172	0	296	334	347
Queue Length 95th (ft)	293	0	535	609	#674
Internal Link Dist (ft)	591			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	428	1583	1010	741	724
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.30	0.63	0.66	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	114	904	68	1010	74	721	118	767
v/c Ratio	2.59	1.41	1.55	0.90	0.37	0.68	2.68	1.13dr
Control Delay	801.6	242.2	374.7	64.6	52.1	54.6	839.6	70.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	801.6	242.2	374.7	64.6	52.1	54.6	839.6	70.9
Queue Length 50th (ft)	~206	~692	~103	552	64	362	~215	424
Queue Length 95th (ft)	#346	#831	#215	#651	119	437	#313	#530
Internal Link Dist (ft)		218		277		779		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	44	639	44	1124	202	1056	44	867
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.59	1.41	1.55	0.90	0.37	0.68	2.68	0.88

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	51
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	386	37	130	454	325	129
Future Vol, veh/h	386	37	130	454	325	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	420	40	141	493	353	140
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	20.2	93.7	24.7
HCM LOS	C	F	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	78%	100%	0%
Vol Thru, %	22%	0%	0%	0%	100%
Vol Right, %	78%	0%	22%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	584	257	166	325	129
LT Vol	0	257	129	325	0
Through Vol	130	0	0	0	129
RT Vol	454	0	37	0	0
Lane Flow Rate	635	280	180	353	140
Geometry Grp	4	7	7	7	7
Degree of Util (X)	1.105	0.615	0.383	0.739	0.274
Departure Headway (Hd)	6.268	8.224	7.948	7.808	7.294
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	578	442	456	466	495
Service Time	4.312	5.924	5.648	5.508	4.994
HCM Lane V/C Ratio	1.099	0.633	0.395	0.758	0.283
HCM Control Delay	93.7	23.2	15.5	29.5	12.7
HCM Lane LOS	F	C	C	D	B
HCM 95th-tile Q	19.6	4	1.8	6.1	1.1

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2428	21	1609	299	42	281	280	343
v/c Ratio	1.80	0.27	0.83	1.03	0.09	0.72	0.70	0.80
Control Delay	391.3	65.1	41.7	110.7	1.1	60.0	59.0	53.3
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	391.3	65.1	41.8	110.7	1.1	60.0	59.0	53.3
Queue Length 50th (ft)	~1276	18	475	~319	0	249	248	234
Queue Length 95th (ft)	#1568	48	563	#588	5	394	391	389
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	1350	132	2697	290	482	516	524	540
Starvation Cap Reductn	0	0	220	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.80	0.16	0.65	1.03	0.09	0.54	0.53	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1636	1200	507
v/c Ratio	0.55	0.34	0.66
Control Delay	9.2	0.3	24.8
Queue Delay	0.0	0.0	0.0
Total Delay	9.2	0.3	24.8
Queue Length 50th (ft)	118	0	84
Queue Length 95th (ft)	217	0	184
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	4567	3539	1425
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.36	0.34	0.36

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	224	209	415	859	349	108
v/c Ratio	0.65	0.49	0.67	0.67	0.52	0.28
Control Delay	35.4	14.8	27.0	22.9	28.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	14.8	27.0	22.9	28.4	7.2
Queue Length 50th (ft)	93	31	162	168	73	0
Queue Length 95th (ft)	165	91	#346	#289	103	35
Internal Link Dist (ft)		781		270	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	446	621	1280	1006	527
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.47	0.67	0.67	0.35	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	13.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	97	568	0	1080	620	0
Future Vol, veh/h	97	568	0	1080	620	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	617	0	1174	674	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1261	337	-	0	-	0
Stage 1	674	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	162	659	0	-	-	0
Stage 1	468	-	0	-	-	0
Stage 2	519	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	162	659	-	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	162	659	-
HCM Lane V/C Ratio	-	0.651	0.937	-
HCM Control Delay (s)	-	61.3	46.3	-
HCM Lane LOS	-	F	E	-
HCM 95th %tile Q(veh)	-	3.7	12.8	-

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	357	294	380	433
v/c Ratio	0.72	0.47	0.17	0.19
Control Delay	46.3	5.6	10.1	10.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	46.3	5.6	10.1	10.3
Queue Length 50th (ft)	246	0	58	67
Queue Length 95th (ft)	311	60	102	116
Internal Link Dist (ft)	893		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	809	848	2259	2259
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.35	0.17	0.19

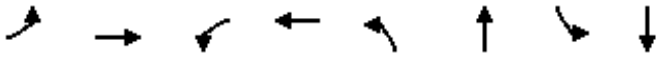
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	5	398	132	57	529	239	243	45	4
v/c Ratio	0.02	0.32	0.11	0.11	0.30	0.52	0.52	0.10	0.01
Control Delay	26.2	16.5	0.7	8.5	11.9	23.6	23.8	7.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	16.5	0.7	8.5	11.9	23.6	23.8	7.5	0.0
Queue Length 50th (ft)	2	55	0	9	49	75	76	1	0
Queue Length 95th (ft)	11	101	9	28	145	162	164	23	0
Internal Link Dist (ft)		208			187		1028		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	574	3539	1578	755	3539	1091	1095	1042	740
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.11	0.08	0.08	0.15	0.22	0.22	0.04	0.01

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	161	366	100	138	356
v/c Ratio	0.66	0.23	0.14	0.12	0.32
Control Delay	47.0	0.3	4.2	7.6	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	0.3	4.2	7.6	8.9
Queue Length 50th (ft)	79	0	11	27	77
Queue Length 95th (ft)	141	0	27	57	141
Internal Link Dist (ft)	591			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	657	1583	1495	1137	1103
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.23	0.07	0.12	0.32

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	72	285	35	396	62	637	45	692
v/c Ratio	0.59	0.64	0.61	0.46	0.26	0.55	0.92	0.70
Control Delay	83.7	70.0	107.2	48.3	43.4	42.8	159.1	52.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	70.0	107.2	48.3	43.4	42.8	159.1	52.5
Queue Length 50th (ft)	70	147	33	172	46	269	44	329
Queue Length 95th (ft)	129	198	#94	223	97	363	#142	437
Internal Link Dist (ft)		218		277		779		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	194	712	66	1263	243	1164	49	986
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.40	0.53	0.31	0.26	0.55	0.92	0.70

Intersection Summary

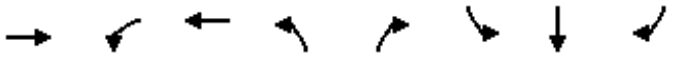
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	59.2
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	407	51	391	227	131	92
Future Vol, veh/h	407	51	391	227	131	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	442	55	425	247	142	100
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	19	105.6	13
HCM LOS	C	F	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	73%	100%	0%
Vol Thru, %	63%	0%	0%	0%	100%
Vol Right, %	37%	0%	27%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	618	271	187	131	92
LT Vol	0	271	136	131	0
Through Vol	391	0	0	0	92
RT Vol	227	0	51	0	0
Lane Flow Rate	672	295	203	142	100
Geometry Grp	4	7	7	7	7
Degree of Util (X)	1.142	0.606	0.398	0.299	0.196
Departure Headway (Hd)	6.119	7.794	7.459	7.847	7.332
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	598	466	485	461	492
Service Time	4.126	5.494	5.159	5.547	5.032
HCM Lane V/C Ratio	1.124	0.633	0.419	0.308	0.203
HCM Control Delay	105.6	21.8	15	13.9	11.8
HCM Lane LOS	F	C	B	B	B
HCM 95th-tile Q	21.9	3.9	1.9	1.2	0.7



Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2357	26	1909	172	79	248	244	412
v/c Ratio	1.58	0.30	0.90	0.77	0.21	0.59	0.58	0.82
Control Delay	296.7	64.1	42.0	74.9	11.6	51.9	51.4	46.1
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	296.7	64.1	42.2	74.9	11.6	51.9	51.4	46.1
Queue Length 50th (ft)	~1241	22	590	154	0	211	206	246
Queue Length 95th (ft)	#1517	57	722	#266	46	345	338	#452
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	1488	139	2975	331	524	569	573	628
Starvation Cap Reductn	0	0	264	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.58	0.19	0.70	0.52	0.15	0.44	0.43	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1687	1635	463
v/c Ratio	0.56	0.46	0.64
Control Delay	8.7	0.4	25.7
Queue Delay	0.0	0.0	0.0
Total Delay	8.7	0.4	25.7
Queue Length 50th (ft)	121	0	80
Queue Length 95th (ft)	219	0	175
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	4514	3539	1400
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.37	0.46	0.33

Intersection Summary

CUMULATIVE BASE

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	252	243	307	636	963	165
v/c Ratio	0.71	0.55	0.67	0.67	0.96	0.29
Control Delay	38.8	17.3	31.7	26.8	46.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	17.3	31.7	26.8	46.6	5.2
Queue Length 50th (ft)	107	45	131	136	216	0
Queue Length 95th (ft)	#206	114	#243	193	#337	40
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	454	457	950	1006	568
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.54	0.67	0.67	0.96	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	403.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	176	1150	0	697	1272	0
Future Vol, veh/h	176	1150	0	697	1272	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	1250	0	758	1383	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1762	691	-	0	-	0
Stage 1	1383	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	~ 75	~ 387	0	-	-	0
Stage 1	198	-	0	-	-	0
Stage 2	662	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 75	~ 387	-	-	-	-
Mov Cap-2 Maneuver	~ 75	-	-	-	-	-
Stage 1	198	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	1003.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	75	387	-
HCM Lane V/C Ratio	-	2.551	3.23	-
HCM Control Delay (s)	-	$ 822.8	$ 1031.1	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	18.4	112.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	769	758	330	1058
v/c Ratio	0.99	1.06	0.20	0.65
Control Delay	61.4	81.2	19.8	27.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	61.4	81.2	19.8	27.5
Queue Length 50th (ft)	554	~656	78	325
Queue Length 95th (ft)	#835	#910	110	400
Internal Link Dist (ft)	901		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	775	715	1622	1622
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.99	1.06	0.20	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	9	1070	136	98	811	462	465	300	7
v/c Ratio	0.05	0.75	0.10	0.45	0.49	0.74	0.74	0.45	0.02
Control Delay	49.6	31.1	0.9	19.6	21.9	39.6	39.7	17.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	31.1	0.9	19.6	21.9	39.6	39.7	17.6	0.2
Queue Length 50th (ft)	6	325	5	33	173	285	287	83	0
Queue Length 95th (ft)	24	410	14	58	294	#530	#534	188	0
Internal Link Dist (ft)		208			187		1030		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	328	3539	1330	409	3539	624	626	669	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.30	0.10	0.24	0.23	0.74	0.74	0.45	0.02

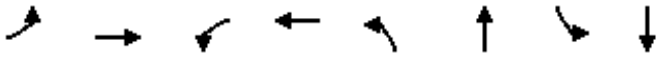
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	310	374	328	295	612
v/c Ratio	0.79	0.24	0.64	0.35	0.73
Control Delay	56.9	0.4	27.8	23.0	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	0.4	27.8	23.0	32.8
Queue Length 50th (ft)	208	0	81	134	348
Queue Length 95th (ft)	340	0	177	247	#642
Internal Link Dist (ft)	590			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	493	1583	1124	853	840
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.24	0.29	0.35	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	108	875	28	488	591	1378	199	862
v/c Ratio	0.65	1.31	0.52	0.47	3.08	1.26	4.33	0.98dr
Control Delay	81.0	199.0	101.8	46.8	966.3	169.3	1559.7	73.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	199.0	101.8	46.8	966.3	169.3	1559.7	73.3
Queue Length 50th (ft)	110	~652	29	218	~1116	~996	~353	488
Queue Length 95th (ft)	#201	#796	68	274	#1185	#1146	#531	#634
Internal Link Dist (ft)		218		277		782		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	166	667	67	1188	192	1090	46	924
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.31	0.42	0.41	3.08	1.26	4.33	0.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

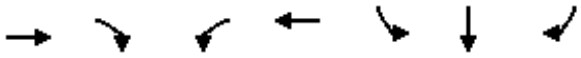
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	27
Intersection LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	430	48	149	263	343	124
Future Vol, veh/h	430	48	149	263	343	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	467	52	162	286	373	135
Number of Lanes	2	0	1	0	1	1

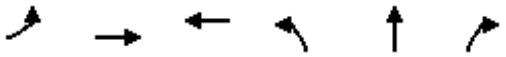
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	22	31.3	28.3
HCM LOS	C	D	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	75%	100%	0%
Vol Thru, %	36%	0%	0%	0%	100%
Vol Right, %	64%	0%	25%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	412	287	191	343	124
LT Vol	0	287	143	343	0
Through Vol	149	0	0	0	124
RT Vol	263	0	48	0	0
Lane Flow Rate	448	312	208	373	135
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.805	0.682	0.438	0.794	0.264
Departure Headway (Hd)	6.581	7.885	7.577	7.665	7.171
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	555	461	478	473	504
Service Time	4.581	5.585	5.277	5.384	4.871
HCM Lane V/C Ratio	0.807	0.677	0.435	0.789	0.268
HCM Control Delay	31.3	25.9	16.1	34	12.4
HCM Lane LOS	D	D	C	D	B
HCM 95th-tile Q	7.8	5	2.2	7.2	1.1



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	401	583	250	979	125	125	95
v/c Ratio	0.28	0.59	0.34	0.69	0.19	0.19	0.14
Control Delay	9.8	4.0	9.6	12.6	9.7	9.7	6.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	9.8	4.0	9.6	12.7	9.7	9.7	6.4
Queue Length 50th (ft)	34	0	23	102	21	21	8
Queue Length 95th (ft)	58	46	42	133	47	47	29
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	1415	983	746	1415	672	672	657
Starvation Cap Reductn	0	0	0	56	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.59	0.34	0.72	0.19	0.19	0.14

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	33	618	763	332	330	120
v/c Ratio	0.08	0.44	0.53	0.49	0.49	0.17
Control Delay	7.2	8.3	10.3	13.3	13.2	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	8.3	10.3	13.3	13.2	3.1
Queue Length 50th (ft)	2	44	61	64	63	0
Queue Length 95th (ft)	7	65	101	122	121	21
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	429	1415	1433	672	675	705
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.44	0.53	0.49	0.49	0.17

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2254	285	1976	242	9	209	209	270	249
v/c Ratio	1.64dr	6.20	0.85	0.96	0.02	0.59	0.59	0.73	0.64
Control Delay	303.2	2369.2	41.8	104.6	48.6	60.8	60.8	60.0	41.3
Queue Delay	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	303.2	2369.2	88.9	104.6	48.6	60.8	60.8	60.0	41.3
Queue Length 50th (ft)	~932	~532	639	242	7	197	197	230	151
Queue Length 95th (ft)	#1059	#766	762	#450	24	290	290	340	253
Internal Link Dist (ft)	592		414					1085	
Turn Bay Length (ft)					200				
Base Capacity (vph)	1423	46	2325	252	366	444	444	456	466
Starvation Cap Reductn	0	0	684	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.58	6.20	1.20	0.96	0.02	0.47	0.47	0.59	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	122	1264	1700	223	524	515	523
v/c Ratio	0.07	0.46	0.23	0.14	0.56	0.55	0.63
Control Delay	6.1	7.9	0.1	0.2	10.5	10.3	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	7.9	0.1	0.2	10.5	10.3	17.1
Queue Length 50th (ft)	7	69	0	0	85	84	53
Queue Length 95th (ft)	20	131	0	0	210	204	132
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	3339	4946	7544	1583	1639	1644	1789
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.26	0.23	0.14	0.32	0.31	0.29

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	191	229	584	1196	386	174
v/c Ratio	0.62	0.51	0.71	0.70	0.65	0.42
Control Delay	51.9	11.3	30.0	26.2	49.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	11.3	30.0	26.2	49.9	9.0
Queue Length 50th (ft)	140	14	349	356	143	0
Queue Length 95th (ft)	206	83	#687	#593	183	57
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	514	609	826	1711	921	540
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.38	0.71	0.70	0.42	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	20.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	685	0	1624	564	0
Future Vol, veh/h	67	685	0	1624	564	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	745	0	1765	613	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1496	307	-	0	-	0
Stage 1	613	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	113	~ 689	0	-	-	0
Stage 1	503	-	0	-	-	0
Stage 2	365	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	113	~ 689	-	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	365	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	81.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	113	689	-
HCM Lane V/C Ratio	-	0.644	1.081	-
HCM Control Delay (s)	-	81.9	81.9	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	3.3	20.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	797	730	759	461
v/c Ratio	1.00	0.86	0.47	0.28
Control Delay	62.8	28.7	23.6	20.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	62.8	28.7	23.6	20.8
Queue Length 50th (ft)	591	340	208	114
Queue Length 95th (ft)	#874	#626	262	152
Internal Link Dist (ft)	901		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	801	849	1622	1622
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.00	0.86	0.47	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	7	1102	660	143	1538	265	267	43	11
v/c Ratio	0.04	0.70	0.49	0.54	0.82	0.52	0.52	0.08	0.06
Control Delay	50.7	26.4	2.3	18.4	27.1	35.3	35.4	9.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	26.4	2.3	18.4	27.1	35.3	35.4	9.8	0.5
Queue Length 50th (ft)	4	300	30	40	368	151	152	1	0
Queue Length 95th (ft)	21	438	59	80	#775	275	277	29	0
Internal Link Dist (ft)		208			187		1030		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	347	3539	1462	447	3529	660	661	646	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.31	0.45	0.32	0.44	0.40	0.40	0.07	0.03

Intersection Summary

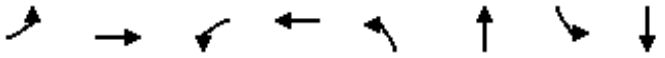
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	228	248	655	607	686
v/c Ratio	0.82	0.16	0.94	0.88	1.01
Control Delay	79.8	0.2	60.9	57.1	79.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	0.2	60.9	57.1	79.2
Queue Length 50th (ft)	203	0	504	526	~675
Queue Length 95th (ft)	313	0	#801	#884	#1068
Internal Link Dist (ft)	590			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	400	1583	844	693	682
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.16	0.78	0.88	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	120	1005	99	1241	124	799	126	999
v/c Ratio	2.73	1.57	2.25	1.10	0.77	0.76	2.86	1.35dr
Control Delay	860.3	306.6	657.5	110.0	83.4	57.5	918.3	129.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	860.3	306.6	657.5	110.0	83.4	57.5	918.3	129.7
Queue Length 50th (ft)	~220	~812	~172	~803	123	412	~233	~664
Queue Length 95th (ft)	#364	#952	#305	#944	#242	493	#336	#804
Internal Link Dist (ft)		218		277		782		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	44	639	44	1126	161	1054	44	876
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.73	1.57	2.25	1.10	0.77	0.76	2.86	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

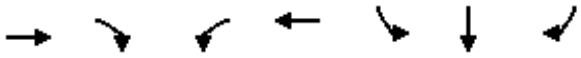
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	65.2
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	406	39	119	511	298	118
Future Vol, veh/h	406	39	119	511	298	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	441	42	129	555	324	128
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	21	124.8	22.3
HCM LOS	C	F	C

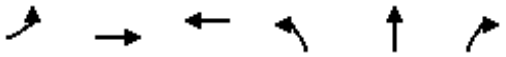
Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	78%	100%	0%
Vol Thru, %	19%	0%	0%	0%	100%
Vol Right, %	81%	0%	22%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	630	271	174	298	118
LT Vol	0	271	135	298	0
Through Vol	119	0	0	0	118
RT Vol	511	0	39	0	0
Lane Flow Rate	685	294	189	324	128
Geometry Grp	4	7	7	7	7
Degree of Util (X)	1.192	0.636	0.395	0.685	0.253
Departure Headway (Hd)	6.268	8.281	8.004	7.945	7.43
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	582	438	453	457	486
Service Time	4.278	5.981	5.704	5.645	5.13
HCM Lane V/C Ratio	1.177	0.671	0.417	0.709	0.263
HCM Control Delay	124.8	24.4	15.8	26.2	12.6
HCM Lane LOS	F	C	C	D	B
HCM 95th-tile Q	24.3	4.3	1.9	5.1	1



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	805	1045	163	1342	130	131	47
v/c Ratio	0.57	0.83	0.41	0.95	0.19	0.19	0.07
Control Delay	12.4	9.1	12.4	27.8	9.8	9.8	4.8
Queue Delay	0.0	0.0	0.0	6.6	0.0	0.0	0.0
Total Delay	12.4	9.1	12.4	34.4	9.8	9.8	4.8
Queue Length 50th (ft)	80	0	18	175	22	22	2
Queue Length 95th (ft)	122	#228	m29	#300	49	49	15
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	1415	1260	396	1415	672	672	654
Starvation Cap Reductn	0	0	0	66	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.83	0.41	0.99	0.19	0.19	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	65	1001	941	477	469	293
v/c Ratio	0.20	0.71	0.61	0.71	0.70	0.45
Control Delay	7.7	9.3	8.2	19.2	18.6	11.2
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	7.7	9.3	8.6	19.3	18.6	11.2
Queue Length 50th (ft)	3	55	53	102	100	45
Queue Length 95th (ft)	m7	85	96	#229	#223	94
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	320	1415	1554	672	674	655
Starvation Cap Reductn	0	9	0	0	0	0
Spillback Cap Reductn	0	0	208	3	3	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.71	0.70	0.71	0.70	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2694	197	1784	314	43	361	361	232	218
v/c Ratio	1.95	4.48	0.80	1.26	0.12	0.88	0.88	0.54	0.51
Control Delay	461.1	1611.0	42.2	191.1	51.1	80.5	80.5	43.6	37.0
Queue Delay	0.0	0.0	47.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	461.1	1611.0	89.8	191.1	51.1	80.5	80.5	43.6	37.0
Queue Length 50th (ft)	~1261	~397	589	~410	36	381	381	167	131
Queue Length 95th (ft)	#1321	#538	652	#613	74	#564	#564	264	225
Internal Link Dist (ft)	592		414					1085	
Turn Bay Length (ft)					200				
Base Capacity (vph)	1382	44	2225	250	350	425	425	447	438
Starvation Cap Reductn	0	0	708	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.95	4.48	1.18	1.26	0.12	0.85	0.85	0.52	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	489	2125	1550	410	361	358	773
v/c Ratio	0.23	0.69	0.21	0.26	0.35	0.34	0.92
Control Delay	9.3	14.5	0.1	0.4	10.5	10.5	49.7
Queue Delay	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	16.0	0.1	0.4	10.5	10.5	49.7
Queue Length 50th (ft)	68	310	0	0	109	108	257
Queue Length 95th (ft)	93	363	0	0	166	165	#381
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	2111	3126	7544	1583	1047	1051	874
Starvation Cap Reductn	0	744	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.89	0.21	0.26	0.34	0.34	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	211	199	447	911	434	113
v/c Ratio	0.62	0.47	0.77	0.76	0.57	0.26
Control Delay	34.2	14.0	34.4	27.6	27.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	14.0	34.4	27.6	27.3	6.3
Queue Length 50th (ft)	87	27	191	193	90	0
Queue Length 95th (ft)	155	85	#413	#347	120	34
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	444	579	1197	1006	531
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.45	0.77	0.76	0.43	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	18.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	590	0	1153	672	0
Future Vol, veh/h	102	590	0	1153	672	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	641	0	1253	730	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1357	365	-	0	-	0
Stage 1	730	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	140	~ 632	0	-	-	0
Stage 1	438	-	0	-	-	0
Stage 2	495	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	140	~ 632	-	-	-	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	68.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	140	632	-
HCM Lane V/C Ratio	-	0.792	1.015	-
HCM Control Delay (s)	-	90.5	65.1	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	4.9	16.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	417	377	405	460
v/c Ratio	0.74	0.55	0.19	0.22
Control Delay	42.8	9.9	12.5	12.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	42.8	9.9	12.5	12.7
Queue Length 50th (ft)	278	47	71	82
Queue Length 95th (ft)	343	122	121	137
Internal Link Dist (ft)	901		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	804	849	2116	2116
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.44	0.19	0.22

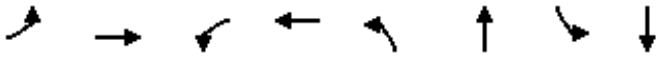
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	5	552	141	61	636	249	253	55	4
v/c Ratio	0.02	0.45	0.12	0.14	0.36	0.51	0.52	0.11	0.01
Control Delay	28.4	18.1	0.7	9.0	12.6	24.3	24.5	8.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	18.1	0.7	9.0	12.6	24.3	24.5	8.7	0.0
Queue Length 50th (ft)	2	85	0	11	67	81	82	3	0
Queue Length 95th (ft)	12	142	9	29	177	182	185	29	0
Internal Link Dist (ft)		208			187		1030		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	550	3539	1574	700	3536	1044	1048	1000	682
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.16	0.09	0.09	0.18	0.24	0.24	0.06	0.01

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	196	488	370	330	429
v/c Ratio	0.72	0.31	0.54	0.32	0.43
Control Delay	53.3	0.5	10.7	14.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	0.5	10.7	14.7	15.9
Queue Length 50th (ft)	108	0	58	96	132
Queue Length 95th (ft)	202	0	119	222	298
Internal Link Dist (ft)	590			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	590	1583	1396	1022	999
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.31	0.27	0.32	0.43

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	75	341	41	456	104	696	51	749
v/c Ratio	0.62	0.72	0.87	0.46	0.48	0.63	1.09	0.86dr
Control Delay	86.0	74.1	163.8	47.2	53.1	47.5	207.7	59.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.0	74.1	163.8	47.2	53.1	47.5	207.7	59.7
Queue Length 50th (ft)	74	179	42	202	85	309	~57	374
Queue Length 95th (ft)	135	235	#129	256	163	410	#162	488
Internal Link Dist (ft)		218		277		782		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	174	677	48	1201	218	1107	47	937
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.50	0.85	0.38	0.48	0.63	1.09	0.80

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	247	25	76	327	198	72
Future Vol, veh/h	247	25	76	327	198	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	268	27	83	355	215	78
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	12.6	17.3	12.5
HCM LOS	B	C	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	77%	100%	0%
Vol Thru, %	19%	0%	0%	0%	100%
Vol Right, %	81%	0%	23%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	403	165	107	198	72
LT Vol	0	165	82	198	0
Through Vol	76	0	0	0	72
RT Vol	327	0	25	0	0
Lane Flow Rate	438	179	117	215	78
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.641	0.347	0.217	0.393	0.132
Departure Headway (Hd)	5.265	6.989	6.705	6.571	6.063
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	688	515	536	547	591
Service Time	3.299	4.729	4.445	4.312	3.804
HCM Lane V/C Ratio	0.637	0.348	0.218	0.393	0.132
HCM Control Delay	17.3	13.4	11.3	13.5	9.7
HCM Lane LOS	C	B	B	B	A
HCM 95th-tile Q	4.6	1.5	0.8	1.9	0.5

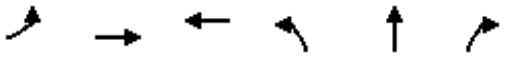
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	849	795	207	1592	223	223	90
v/c Ratio	0.60	0.72	0.57	1.13	0.33	0.33	0.14
Control Delay	12.9	5.5	15.5	80.6	11.1	11.1	6.5
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	12.9	5.5	15.5	80.7	11.1	11.1	6.5
Queue Length 50th (ft)	85	0	20	~267	40	40	8
Queue Length 95th (ft)	131	53	m34	#378	81	81	28
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	1415	1110	362	1415	672	672	654
Starvation Cap Reductn	0	0	0	37	0	0	0
Spillback Cap Reductn	18	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.72	0.57	1.16	0.33	0.33	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	22	1099	929	482	475	272
v/c Ratio	0.07	0.78	0.65	0.72	0.70	0.42
Control Delay	7.5	12.5	12.8	19.6	19.0	10.8
Queue Delay	0.0	0.1	1.1	0.2	0.2	0.0
Total Delay	7.5	12.6	13.9	19.8	19.1	10.8
Queue Length 50th (ft)	1	76	88	104	102	40
Queue Length 95th (ft)	m3	#121	138	#233	#227	86
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	320	1415	1419	672	674	654
Starvation Cap Reductn	0	21	0	0	0	0
Spillback Cap Reductn	0	0	256	13	13	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.79	0.80	0.73	0.72	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2650	243	2117	180	84	351	351	233	234
v/c Ratio	1.81	5.28	0.91	0.84	0.28	0.84	0.84	0.48	0.49
Control Delay	401.4	1964.9	45.6	90.0	54.9	73.0	73.0	24.3	24.6
Queue Delay	0.0	0.0	46.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	401.4	1964.9	91.7	90.0	54.9	73.0	73.0	24.3	24.6
Queue Length 50th (ft)	~1188	~449	742	176	73	354	354	87	88
Queue Length 95th (ft)	#1291	#661	#868	#287	126	#536	#536	185	188
Internal Link Dist (ft)	592		414					1085	
Turn Bay Length (ft)					200				
Base Capacity (vph)	1461	46	2336	263	368	446	446	505	497
Starvation Cap Reductn	0	0	644	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.81	5.28	1.25	0.68	0.23	0.79	0.79	0.46	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	359	2163	2064	323	358	359	723
v/c Ratio	0.17	0.69	0.27	0.20	0.34	0.34	0.88
Control Delay	8.5	14.2	0.1	0.3	10.2	10.2	45.2
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	15.3	0.1	0.3	10.2	10.2	45.2
Queue Length 50th (ft)	47	320	0	0	108	108	234
Queue Length 95th (ft)	68	375	0	0	165	165	#340
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	2171	3216	7544	1583	1077	1077	898
Starvation Cap Reductn	0	733	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.87	0.27	0.20	0.33	0.33	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

CUMULATIVE PLUS PROJECT

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	314	302	321	659	963	165
v/c Ratio	0.86	0.66	0.72	0.71	0.96	0.29
Control Delay	51.4	22.5	34.5	28.3	46.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	22.5	34.5	28.3	46.6	5.2
Queue Length 50th (ft)	140	71	138	142	216	0
Queue Length 95th (ft)	#281	156	#261	202	#337	40
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	457	444	922	1006	568
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.66	0.72	0.71	0.96	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	549.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	176	1294	0	732	1384	0
Future Vol, veh/h	176	1294	0	732	1384	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	1407	0	796	1504	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1902	752	-	0	-	0
Stage 1	1504	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	~ 61	~ 353	0	-	-	0
Stage 1	~ 170	-	0	-	-	0
Stage 2	647	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 61	~ 353	-	-	-	-
Mov Cap-2 Maneuver	~ 61	-	-	-	-	-
Stage 1	~ 170	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	1339.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	61	353	-
HCM Lane V/C Ratio	-	3.136	3.984	-
HCM Control Delay (s)	-	$ 1105.3	$ 1371.7	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	19.9	135.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	800	768	330	1058
v/c Ratio	1.03	1.07	0.20	0.65
Control Delay	72.1	85.7	19.8	27.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	72.1	85.7	19.8	27.5
Queue Length 50th (ft)	~644	~673	78	325
Queue Length 95th (ft)	#890	#929	110	400
Internal Link Dist (ft)	901		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	774	715	1622	1622
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.03	1.07	0.20	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	9	1070	136	98	811	469	473	300	7
v/c Ratio	0.05	0.75	0.10	0.45	0.49	0.75	0.76	0.45	0.02
Control Delay	49.6	31.1	0.9	19.6	21.9	40.2	40.4	17.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	31.1	0.9	19.6	21.9	40.2	40.4	17.9	0.2
Queue Length 50th (ft)	6	325	5	33	173	291	294	84	0
Queue Length 95th (ft)	24	410	14	58	294	#544	#548	191	0
Internal Link Dist (ft)		208			187		1030		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	328	3539	1330	409	3539	624	626	667	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.30	0.10	0.24	0.23	0.75	0.76	0.45	0.02

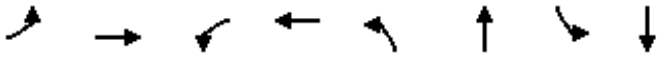
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	310	390	328	295	612
v/c Ratio	0.79	0.25	0.64	0.35	0.73
Control Delay	56.9	0.4	27.8	23.0	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	0.4	27.8	23.0	32.8
Queue Length 50th (ft)	208	0	81	134	348
Queue Length 95th (ft)	340	0	177	247	#642
Internal Link Dist (ft)	590			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	493	1583	1124	853	840
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.25	0.29	0.35	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	108	875	28	488	591	1401	199	868
v/c Ratio	0.65	1.31	0.52	0.47	3.09	1.29	4.33	0.98dr
Control Delay	81.0	199.0	101.8	46.8	973.5	178.3	1559.7	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	199.0	101.8	46.8	973.5	178.3	1559.7	74.2
Queue Length 50th (ft)	110	~652	29	218	~1117	~1024	~353	493
Queue Length 95th (ft)	#201	#796	68	274	#1187	#1175	#531	#642
Internal Link Dist (ft)		218		277		782		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	166	667	67	1188	191	1089	46	924
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.31	0.42	0.41	3.09	1.29	4.33	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

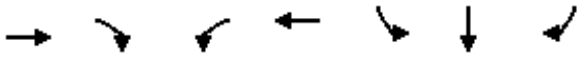
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	30.1
Intersection LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	430	48	171	263	347	125
Future Vol, veh/h	430	48	171	263	347	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	467	52	186	286	377	136
Number of Lanes	2	0	1	0	1	1

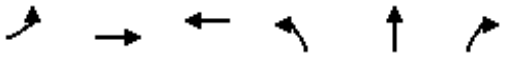
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	22.5	38.7	29.8
HCM LOS	C	E	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	75%	100%	0%
Vol Thru, %	39%	0%	0%	0%	100%
Vol Right, %	61%	0%	25%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	434	287	191	347	125
LT Vol	0	287	143	347	0
Through Vol	171	0	0	0	125
RT Vol	263	0	48	0	0
Lane Flow Rate	472	312	208	377	136
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.867	0.69	0.443	0.81	0.272
Departure Headway (Hd)	6.613	7.969	7.66	7.727	7.213
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	552	455	472	468	499
Service Time	4.631	5.687	5.378	5.464	4.95
HCM Lane V/C Ratio	0.855	0.686	0.441	0.806	0.273
HCM Control Delay	38.7	26.6	16.3	36	12.6
HCM Lane LOS	E	D	C	E	B
HCM 95th-tile Q	9.5	5.2	2.2	7.6	1.1



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	401	605	250	1074	125	125	95
v/c Ratio	0.28	0.61	0.34	0.76	0.19	0.19	0.15
Control Delay	9.8	4.2	9.6	14.4	9.7	9.7	6.7
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	9.8	4.2	9.6	14.6	9.7	9.7	6.7
Queue Length 50th (ft)	34	0	24	116	21	21	9
Queue Length 95th (ft)	58	46	44	151	47	47	29
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	1415	996	746	1415	672	672	654
Starvation Cap Reductn	0	0	0	55	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.61	0.34	0.79	0.19	0.19	0.15

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	33	618	763	380	377	120
v/c Ratio	0.08	0.44	0.53	0.57	0.56	0.17
Control Delay	7.2	8.3	10.3	14.5	14.4	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	8.3	10.3	14.5	14.4	3.1
Queue Length 50th (ft)	2	44	61	75	74	0
Queue Length 95th (ft)	7	65	101	143	142	21
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	429	1415	1433	672	675	705
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	29	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.44	0.54	0.57	0.56	0.17

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2256	285	1984	242	9	209	209	270	249
v/c Ratio	1.65dr	6.20	0.85	0.96	0.02	0.59	0.59	0.73	0.64
Control Delay	303.8	2369.2	42.0	104.6	48.6	60.8	60.8	60.0	41.3
Queue Delay	0.0	0.0	47.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	303.8	2369.2	89.0	104.6	48.6	60.8	60.8	60.0	41.3
Queue Length 50th (ft)	~933	~532	644	242	7	197	197	230	151
Queue Length 95th (ft)	#1060	#766	766	#450	24	290	290	340	253
Internal Link Dist (ft)	592		414					1085	
Turn Bay Length (ft)					200				
Base Capacity (vph)	1423	46	2325	252	366	444	444	456	466
Starvation Cap Reductn	0	0	682	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.59	6.20	1.21	0.96	0.02	0.47	0.47	0.59	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	122	1264	1700	223	528	519	523
v/c Ratio	0.07	0.46	0.23	0.14	0.57	0.56	0.63
Control Delay	6.1	7.9	0.1	0.2	10.5	10.3	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	7.9	0.1	0.2	10.5	10.3	17.1
Queue Length 50th (ft)	7	69	0	0	86	85	53
Queue Length 95th (ft)	20	131	0	0	211	206	132
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	3339	4946	7544	1583	1639	1644	1789
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.26	0.23	0.14	0.32	0.32	0.29

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	234	234	642	1320	386	174
v/c Ratio	0.67	0.49	0.82	0.82	0.65	0.42
Control Delay	50.9	10.4	37.9	32.4	49.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	10.4	37.9	32.4	49.9	9.0
Queue Length 50th (ft)	171	16	431	442	143	0
Queue Length 95th (ft)	238	83	#843	#754	183	57
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	514	610	785	1619	921	540
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.38	0.82	0.82	0.42	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	32.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	742	0	1792	608	0
Future Vol, veh/h	67	742	0	1792	608	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	807	0	1948	661	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1635	330	-	0	-	0
Stage 1	661	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	92	~ 666	0	-	-	0
Stage 1	475	-	0	-	-	0
Stage 2	327	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	92	~ 666	-	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	327	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	129.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	92	666	-
HCM Lane V/C Ratio	-	0.792	1.211	-
HCM Control Delay (s)	-	124.3	130	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	4.2	28.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	800	743	759	461
v/c Ratio	1.00	0.88	0.47	0.28
Control Delay	63.7	30.3	23.6	20.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	63.7	30.3	23.6	20.8
Queue Length 50th (ft)	595	356	208	114
Queue Length 95th (ft)	#880	#650	262	152
Internal Link Dist (ft)	901		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	801	849	1622	1622
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.00	0.88	0.47	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	7	1102	660	143	1538	268	271	43	11
v/c Ratio	0.04	0.70	0.49	0.54	0.82	0.51	0.52	0.08	0.06
Control Delay	51.0	27.0	2.3	19.1	27.9	35.0	35.1	9.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	27.0	2.3	19.1	27.9	35.0	35.1	9.8	0.5
Queue Length 50th (ft)	4	305	31	41	376	153	154	1	0
Queue Length 95th (ft)	21	438	60	80	#775	280	282	29	0
Internal Link Dist (ft)		208			187		1030		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	343	3539	1451	440	3529	652	654	639	349
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.31	0.45	0.33	0.44	0.41	0.41	0.07	0.03

Intersection Summary

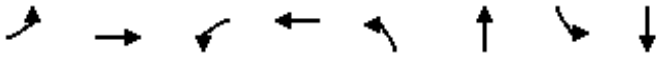
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	228	254	655	607	686
v/c Ratio	0.82	0.16	0.94	0.88	1.01
Control Delay	79.8	0.2	60.9	57.1	79.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	0.2	60.9	57.1	79.2
Queue Length 50th (ft)	203	0	504	526	~675
Queue Length 95th (ft)	313	0	#801	#884	#1068
Internal Link Dist (ft)	590			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	400	1583	844	693	682
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.16	0.78	0.88	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	120	1005	99	1241	124	809	126	1026
v/c Ratio	2.73	1.57	2.25	1.10	0.79	0.77	2.86	1.35dr
Control Delay	860.3	306.6	657.5	110.0	87.5	58.1	918.3	139.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	860.3	306.6	657.5	110.0	87.5	58.1	918.3	139.7
Queue Length 50th (ft)	~220	~812	~172	~803	124	420	~233	~695
Queue Length 95th (ft)	#364	#952	#305	#944	#247	502	#336	#835
Internal Link Dist (ft)		218		277		782		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	44	639	44	1126	156	1054	44	878
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.73	1.57	2.25	1.10	0.79	0.77	2.86	1.17

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	69.9
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	406	39	127	511	314	126
Future Vol, veh/h	406	39	127	511	314	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	441	42	138	555	341	137
Number of Lanes	2	0	1	0	1	1

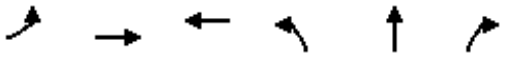
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	21.4	135.1	24.3
HCM LOS	C	F	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	78%	100%	0%
Vol Thru, %	20%	0%	0%	0%	100%
Vol Right, %	80%	0%	22%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	638	271	174	314	126
LT Vol	0	271	135	314	0
Through Vol	127	0	0	0	126
RT Vol	511	0	39	0	0
Lane Flow Rate	693	294	189	341	137
Geometry Grp	4	7	7	7	7
Degree of Util (X)	1.218	0.642	0.399	0.723	0.271
Departure Headway (Hd)	6.325	8.357	8.08	7.986	7.47
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	576	435	449	457	483
Service Time	4.335	6.057	5.78	5.686	5.17
HCM Lane V/C Ratio	1.203	0.676	0.421	0.746	0.284
HCM Control Delay	135.1	24.9	16	28.9	12.9
HCM Lane LOS	F	C	C	D	B
HCM 95th-tile Q	25.6	4.4	1.9	5.7	1.1

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	805	1154	163	1379	130	131	47
v/c Ratio	0.57	0.90	0.41	0.97	0.19	0.19	0.07
Control Delay	12.4	14.0	12.3	31.9	9.8	9.8	4.8
Queue Delay	0.0	0.0	0.0	11.0	0.0	0.0	0.0
Total Delay	12.4	14.0	12.3	43.0	9.8	9.8	4.8
Queue Length 50th (ft)	80	10	18	186	22	22	2
Queue Length 95th (ft)	122	#283	m29	#313	49	49	15
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	1415	1287	396	1415	672	672	654
Starvation Cap Reductn	0	0	0	66	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.90	0.41	1.02	0.19	0.19	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	65	1001	941	496	487	293
v/c Ratio	0.20	0.71	0.61	0.74	0.72	0.45
Control Delay	7.7	9.3	8.2	20.6	19.8	11.2
Queue Delay	0.0	0.0	0.5	0.1	0.1	0.0
Total Delay	7.7	9.3	8.6	20.7	19.9	11.2
Queue Length 50th (ft)	3	55	53	108	105	45
Queue Length 95th (ft)	m7	85	96	#243	#236	94
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	320	1415	1554	672	674	655
Starvation Cap Reductn	0	9	0	0	0	0
Spillback Cap Reductn	0	0	229	6	6	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.71	0.71	0.74	0.73	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2703	197	1787	314	43	361	361	232	218
v/c Ratio	1.96	4.48	0.80	1.26	0.12	0.88	0.88	0.54	0.51
Control Delay	465.1	1611.0	42.2	191.1	51.1	80.5	80.5	43.6	37.0
Queue Delay	0.0	0.0	47.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	465.1	1611.0	89.9	191.1	51.1	80.5	80.5	43.6	37.0
Queue Length 50th (ft)	~1267	~397	591	~410	36	381	381	167	131
Queue Length 95th (ft)	#1327	#538	653	#613	74	#564	#564	264	225
Internal Link Dist (ft)	592		414					1085	
Turn Bay Length (ft)					200				
Base Capacity (vph)	1380	44	2225	250	350	425	425	447	438
Starvation Cap Reductn	0	0	707	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.96	4.48	1.18	1.26	0.12	0.85	0.85	0.52	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	489	2125	1550	410	363	359	773
v/c Ratio	0.23	0.69	0.21	0.26	0.35	0.35	0.92
Control Delay	9.3	14.5	0.1	0.4	10.6	10.5	49.7
Queue Delay	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	16.0	0.1	0.4	10.6	10.5	49.7
Queue Length 50th (ft)	68	310	0	0	110	108	257
Queue Length 95th (ft)	93	363	0	0	168	165	#381
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	2111	3126	7544	1583	1047	1051	874
Starvation Cap Reductn	0	744	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.89	0.21	0.26	0.35	0.34	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	235	218	464	969	434	113
v/c Ratio	0.68	0.51	0.81	0.82	0.57	0.26
Control Delay	36.5	15.5	37.5	30.7	27.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	15.5	37.5	30.7	27.3	6.3
Queue Length 50th (ft)	98	35	202	211	90	0
Queue Length 95th (ft)	#178	97	#431	#379	120	34
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	446	571	1179	1006	531
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.49	0.81	0.82	0.43	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	30

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	641	0	1222	712	0
Future Vol, veh/h	102	641	0	1222	712	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	770	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	697	0	1328	774	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1438	387	-	0	-	0
Stage 1	774	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	124	~ 611	0	-	-	0
Stage 1	415	-	0	-	-	0
Stage 2	474	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	124	~ 611	-	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	108	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	124	611	-
HCM Lane V/C Ratio	-	0.894	1.14	-
HCM Control Delay (s)	-	120.9	105.9	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	5.7	22.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	424	384	405	460
v/c Ratio	0.75	0.56	0.19	0.22
Control Delay	42.6	10.2	12.7	12.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	42.6	10.2	12.7	12.9
Queue Length 50th (ft)	282	51	71	83
Queue Length 95th (ft)	347	127	122	138
Internal Link Dist (ft)	901		260	175
Turn Bay Length (ft)				
Base Capacity (vph)	803	849	2102	2102
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.45	0.19	0.22

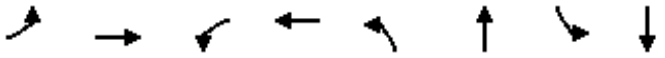
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	5	552	141	61	636	251	256	55	4
v/c Ratio	0.02	0.45	0.12	0.14	0.36	0.51	0.52	0.11	0.01
Control Delay	28.4	18.3	0.7	9.1	12.8	24.1	24.3	8.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	18.3	0.7	9.1	12.8	24.1	24.3	8.9	0.0
Queue Length 50th (ft)	2	86	0	11	68	81	83	3	0
Queue Length 95th (ft)	12	142	9	29	177	184	186	29	0
Internal Link Dist (ft)		208			187		1030		
Turn Bay Length (ft)	50		50	145		250		250	
Base Capacity (vph)	546	3539	1573	695	3536	1038	1041	994	679
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.16	0.09	0.09	0.18	0.24	0.25	0.06	0.01

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	196	493	370	330	429
v/c Ratio	0.72	0.31	0.54	0.32	0.43
Control Delay	53.3	0.5	10.7	14.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	0.5	10.7	14.7	15.9
Queue Length 50th (ft)	108	0	58	96	132
Queue Length 95th (ft)	202	0	119	222	298
Internal Link Dist (ft)	590			252	274
Turn Bay Length (ft)	320				
Base Capacity (vph)	590	1583	1396	1022	999
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.31	0.27	0.32	0.43

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	SBL	SBT
Lane Group Flow (vph)	75	341	41	456	104	703	51	759
v/c Ratio	0.62	0.72	0.87	0.46	0.48	0.63	1.09	0.86dr
Control Delay	86.0	74.1	163.8	47.2	53.4	47.8	207.7	60.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.0	74.1	163.8	47.2	53.4	47.8	207.7	60.2
Queue Length 50th (ft)	74	179	42	202	86	314	~57	380
Queue Length 95th (ft)	135	235	#129	256	164	415	#162	497
Internal Link Dist (ft)		218		277		782		265
Turn Bay Length (ft)	130		150		250		95	
Base Capacity (vph)	174	677	48	1201	216	1108	47	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.50	0.85	0.38	0.48	0.63	1.09	0.81

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	247	25	84	327	205	75
Future Vol, veh/h	247	25	84	327	205	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	268	27	91	355	223	82
Number of Lanes	2	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	12.7	18	12.7
HCM LOS	B	C	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	77%	100%	0%
Vol Thru, %	20%	0%	0%	0%	100%
Vol Right, %	80%	0%	23%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	411	165	107	205	75
LT Vol	0	165	82	205	0
Through Vol	84	0	0	0	75
RT Vol	327	0	25	0	0
Lane Flow Rate	447	179	117	223	82
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.658	0.35	0.219	0.408	0.138
Departure Headway (Hd)	5.299	7.04	6.756	6.594	6.086
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	684	510	531	546	589
Service Time	3.334	4.784	4.5	4.337	3.829
HCM Lane V/C Ratio	0.654	0.351	0.22	0.408	0.139
HCM Control Delay	18	13.5	11.4	13.8	9.8
HCM Lane LOS	C	B	B	B	A
HCM 95th-tile Q	4.9	1.6	0.8	2	0.5

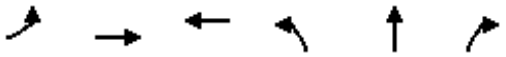
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	849	839	207	1625	223	223	90
v/c Ratio	0.60	0.74	0.57	1.15	0.33	0.33	0.14
Control Delay	12.9	6.1	15.4	90.4	11.1	11.1	6.5
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	12.9	6.1	15.4	90.5	11.1	11.1	6.5
Queue Length 50th (ft)	85	0	20	~278	40	40	8
Queue Length 95th (ft)	131	#55	m34	#390	81	81	28
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	1415	1136	362	1415	672	672	654
Starvation Cap Reductn	0	0	0	37	0	0	0
Spillback Cap Reductn	18	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.74	0.57	1.18	0.33	0.33	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	22	1099	929	499	490	272
v/c Ratio	0.07	0.78	0.65	0.74	0.73	0.42
Control Delay	7.5	12.5	12.8	20.8	20.0	10.8
Queue Delay	0.0	0.1	1.2	0.3	0.2	0.0
Total Delay	7.5	12.6	14.0	21.1	20.3	10.8
Queue Length 50th (ft)	1	76	88	108	106	40
Queue Length 95th (ft)	m3	#121	138	#245	#237	86
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	320	1415	1419	672	674	654
Starvation Cap Reductn	0	21	0	0	0	0
Spillback Cap Reductn	0	0	272	16	16	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.79	0.81	0.76	0.74	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2653	243	2121	180	84	351	351	233	234
v/c Ratio	1.82	5.28	0.91	0.84	0.28	0.84	0.84	0.48	0.49
Control Delay	403.2	1964.9	45.7	90.0	54.9	73.0	73.0	24.3	24.6
Queue Delay	0.0	0.0	46.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	403.2	1964.9	91.8	90.0	54.9	73.0	73.0	24.3	24.6
Queue Length 50th (ft)	~1191	~449	744	176	73	354	354	87	88
Queue Length 95th (ft)	#1293	#661	#894	#287	126	#536	#536	185	188
Internal Link Dist (ft)	592		414					1085	
Turn Bay Length (ft)					200				
Base Capacity (vph)	1459	46	2336	263	368	446	446	505	497
Starvation Cap Reductn	0	0	643	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.82	5.28	1.25	0.68	0.23	0.79	0.79	0.46	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	359	2163	2064	323	360	361	723
v/c Ratio	0.17	0.69	0.27	0.20	0.34	0.35	0.88
Control Delay	8.5	14.2	0.1	0.3	10.2	10.2	45.2
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	15.3	0.1	0.3	10.2	10.2	45.2
Queue Length 50th (ft)	47	320	0	0	109	109	234
Queue Length 95th (ft)	68	375	0	0	166	166	#340
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	2171	3216	7544	1583	1077	1077	898
Starvation Cap Reductn	0	733	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.87	0.27	0.20	0.33	0.34	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

INTERSECTION 2
HOLLYWOOD WAY & I-5 SOUTHBOUND RAMPS
WITH SIGNAL

Queues
2: N Hollywood Way & I-5 SB Ramps

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	182	1239	678	1334
v/c Ratio	0.19	1.48	0.56	1.09
Control Delay	9.5	242.5	21.0	79.9
Queue Delay	0.0	0.0	0.0	3.5
Total Delay	9.5	242.5	21.0	83.4
Queue Length 50th (ft)	39	~773	124	~354
Queue Length 95th (ft)	71	#1010	174	#477
Internal Link Dist (ft)	1313		124	270
Turn Bay Length (ft)	770			
Base Capacity (vph)	934	838	1221	1221
Starvation Cap Reductn	0	0	0	124
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	1.48	0.56	1.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	70	729	1666	563
v/c Ratio	0.12	0.96	0.82	0.28
Control Delay	28.1	45.5	21.6	11.4
Queue Delay	0.0	0.0	0.0	0.3
Total Delay	28.1	45.5	21.6	11.7
Queue Length 50th (ft)	34	312	443	94
Queue Length 95th (ft)	74	#627	537	123
Internal Link Dist (ft)	1313		124	270
Turn Bay Length (ft)	770			
Base Capacity (vph)	599	757	2414	2414
Starvation Cap Reductn	0	0	0	1204
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.12	0.96	0.69	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: N Hollywood Way & I-5 SB Ramps

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	105	617	1174	674
v/c Ratio	0.15	0.85	0.76	0.44
Control Delay	12.4	25.9	19.2	13.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.4	25.9	19.2	13.8
Queue Length 50th (ft)	26	173	202	95
Queue Length 95th (ft)	53	#361	298	147
Internal Link Dist (ft)	1313		124	270
Turn Bay Length (ft)	770			
Base Capacity (vph)	963	924	1865	1865
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.67	0.63	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: N Hollywood Way & I-5 SB Ramps

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	191	1407	796	1504
v/c Ratio	0.20	1.68	0.65	1.23
Control Delay	9.6	332.0	22.7	136.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.6	332.0	22.7	136.3
Queue Length 50th (ft)	41	~936	152	~437
Queue Length 95th (ft)	74	#1179	210	#564
Internal Link Dist (ft)	1263		124	340
Turn Bay Length (ft)	770			
Base Capacity (vph)	934	837	1221	1221
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	1.68	0.65	1.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: N Hollywood Way & I-5 SB Ramps

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	73	807	1948	661
v/c Ratio	0.11	1.09	1.02	0.35
Control Delay	23.6	85.4	53.6	15.8
Queue Delay	0.0	0.0	0.0	0.8
Total Delay	23.6	85.4	53.6	16.6
Queue Length 50th (ft)	35	~570	~814	141
Queue Length 95th (ft)	67	#813	#953	181
Internal Link Dist (ft)	1263		124	340
Turn Bay Length (ft)	770			
Base Capacity (vph)	679	742	1906	1906
Starvation Cap Reductn	0	0	0	877
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	1.09	1.02	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: N Hollywood Way & I-5 SB Ramps

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	111	697	1328	774
v/c Ratio	0.14	0.93	0.87	0.51
Control Delay	12.4	38.4	26.1	15.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.4	38.4	26.1	15.9
Queue Length 50th (ft)	28	241	268	125
Queue Length 95th (ft)	56	#466	#402	173
Internal Link Dist (ft)	1263		124	340
Turn Bay Length (ft)	770			
Base Capacity (vph)	827	793	1602	1602
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.88	0.83	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

INTERSECTION 27
SR-134 WESTBOUND & BUENA VISTA STREET/RIVERSIDE DRIVE
WITH DEDICATED NORTHBOUND RIGHT TURN LANE

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	664	27	370	68	412	808	326	175	548	245
v/c Ratio	0.56	0.81	0.18	0.68	0.21	0.69	0.68	0.45	0.43	0.70	0.47
Control Delay	69.5	56.4	63.1	57.8	5.5	45.1	40.5	7.3	45.4	46.3	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	56.4	63.1	57.8	5.5	45.1	40.5	7.3	45.4	46.3	7.9
Queue Length 50th (ft)	84	294	22	152	0	293	300	13	127	218	0
Queue Length 95th (ft)	158	#440	58	229	22	483	440	95	206	297	75
Internal Link Dist (ft)		218		277			782			265	
Turn Bay Length (ft)	130		150		85	250		250	95		300
Base Capacity (vph)	226	820	226	719	397	653	1307	775	580	1088	636
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.81	0.12	0.51	0.17	0.63	0.62	0.42	0.30	0.50	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	114	904	68	785	225	74	662	59	118	525	242
v/c Ratio	0.57	0.95	0.38	1.00	0.53	0.15	0.69	0.12	0.33	0.70	0.50
Control Delay	63.4	63.4	59.6	77.1	30.4	33.5	41.4	2.1	42.7	35.6	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	63.4	59.6	77.1	30.4	33.5	41.4	2.1	42.7	35.6	8.9
Queue Length 50th (ft)	78	~368	47	~300	80	40	222	0	73	139	0
Queue Length 95th (ft)	169	#723	110	#607	205	89	334	10	144	232	76
Internal Link Dist (ft)		218		277			782			265	
Turn Bay Length (ft)	130		150		85	250		250	95		300
Base Capacity (vph)	247	948	247	787	425	715	1429	696	634	1225	671
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.95	0.28	1.00	0.53	0.10	0.46	0.08	0.19	0.43	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	72	285	35	396	62	501	136	45	692
v/c Ratio	0.59	0.64	0.61	0.46	0.26	0.42	0.22	0.92	0.70
Control Delay	83.7	70.0	107.2	48.3	43.4	41.5	6.7	159.1	52.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	70.0	107.2	48.3	43.4	41.5	6.7	159.1	52.5
Queue Length 50th (ft)	70	147	33	172	46	208	0	44	329
Queue Length 95th (ft)	129	198	#94	223	97	286	52	#142	437
Internal Link Dist (ft)		218		277		779			265
Turn Bay Length (ft)	130		150		250		250	95	
Base Capacity (vph)	194	712	66	1263	243	1189	622	49	986
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.40	0.53	0.31	0.26	0.42	0.22	0.92	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
27: SR-134 Ramps/S Buena Vista St & Riverside Dr

05/17/2018

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	108	875	28	416	72	591	1030	371	199	600	268
v/c Ratio	0.60	0.95	0.23	0.51	0.10	0.97	0.85	0.48	0.63	0.99	0.56
Control Delay	75.5	71.4	68.4	51.9	3.4	77.3	51.8	20.5	64.6	88.3	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	71.4	68.4	51.9	3.4	77.3	51.8	20.5	64.6	88.3	18.8
Queue Length 50th (ft)	99	427	25	180	0	549	472	162	175	297	82
Queue Length 95th (ft)	159	#558	59	249	23	#800	566	254	266	#435	141
Internal Link Dist (ft)		218		277			782			265	
Turn Bay Length (ft)	130		150		85	250		250	95		300
Base Capacity (vph)	247	932	128	813	756	607	1214	783	317	609	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.94	0.22	0.51	0.10	0.97	0.85	0.47	0.63	0.99	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
27: SR-134 Ramps/S Buena Vista St & Riverside Dr

05/17/2018

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	1005	99	976	265	124	727	82	126	709	317
v/c Ratio	0.80	0.87	0.77	0.87	0.28	0.31	0.91	0.14	0.32	0.94	0.52
Control Delay	98.9	53.5	99.3	55.1	12.7	48.7	69.1	7.2	49.7	69.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.9	53.5	99.3	55.1	12.7	48.7	69.1	7.2	49.7	69.5	9.1
Queue Length 50th (ft)	113	459	94	450	94	99	356	0	101	338	37
Queue Length 95th (ft)	#222	550	#195	540	146	161	#470	38	165	#470	89
Internal Link Dist (ft)		218		277			782			265	
Turn Bay Length (ft)	130		150		85	250		250	95		300
Base Capacity (vph)	156	1250	131	1199	940	410	821	593	397	769	612
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.80	0.76	0.81	0.28	0.30	0.89	0.14	0.32	0.92	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL2	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	75	341	41	456	104	552	151	51	759
v/c Ratio	0.62	0.72	0.87	0.46	0.48	0.49	0.25	1.09	0.86dr
Control Delay	86.0	74.1	163.8	47.2	53.4	45.5	6.7	207.7	60.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.0	74.1	163.8	47.2	53.4	45.5	6.7	207.7	60.2
Queue Length 50th (ft)	74	179	42	202	86	240	0	~57	380
Queue Length 95th (ft)	135	235	#129	256	164	323	56	#162	497
Internal Link Dist (ft)		218		277		782			265
Turn Bay Length (ft)	130		150		250		250	95	
Base Capacity (vph)	174	677	48	1201	216	1130	608	47	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.50	0.85	0.38	0.48	0.49	0.25	1.09	0.81

Intersection Summary

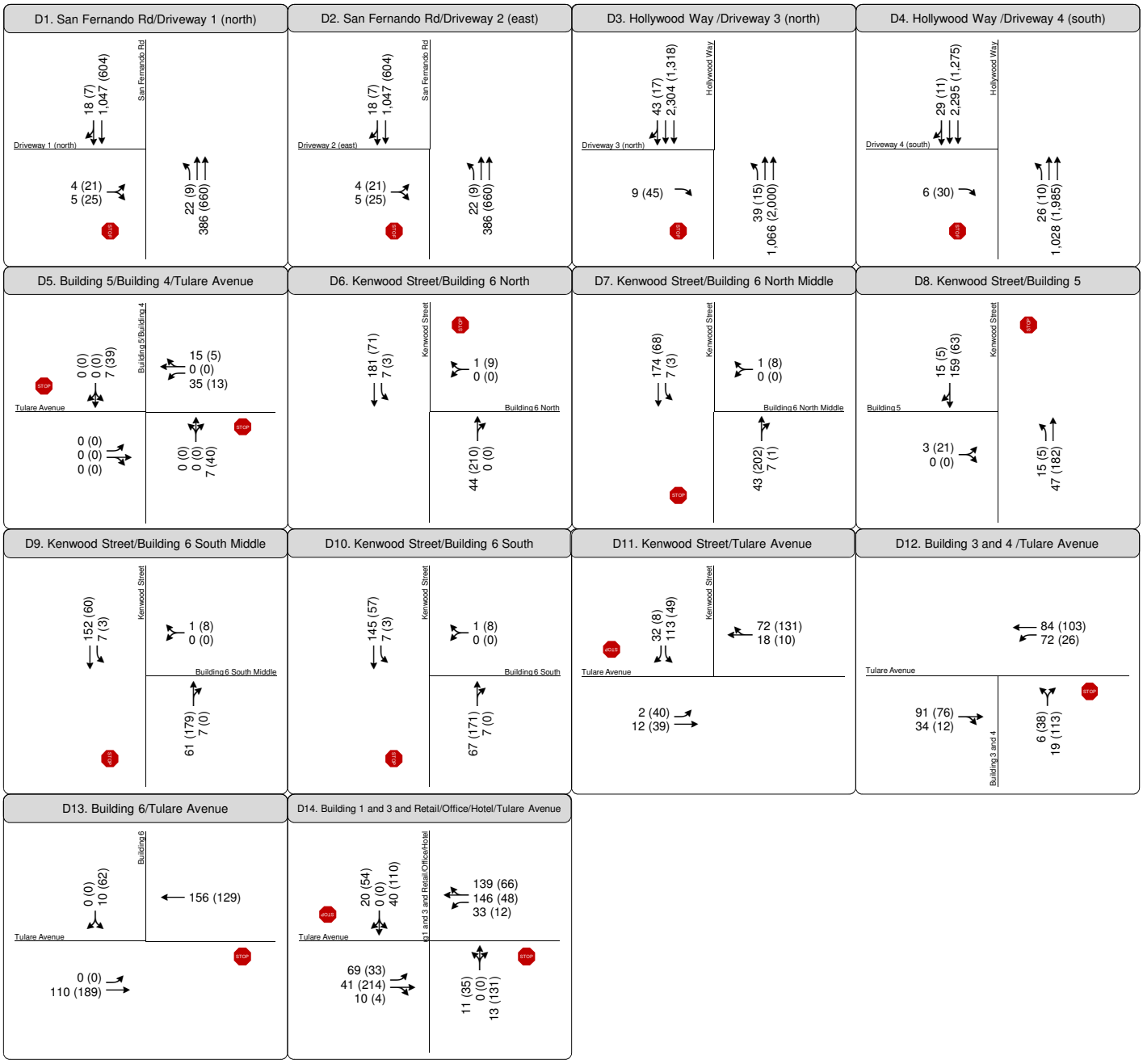
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

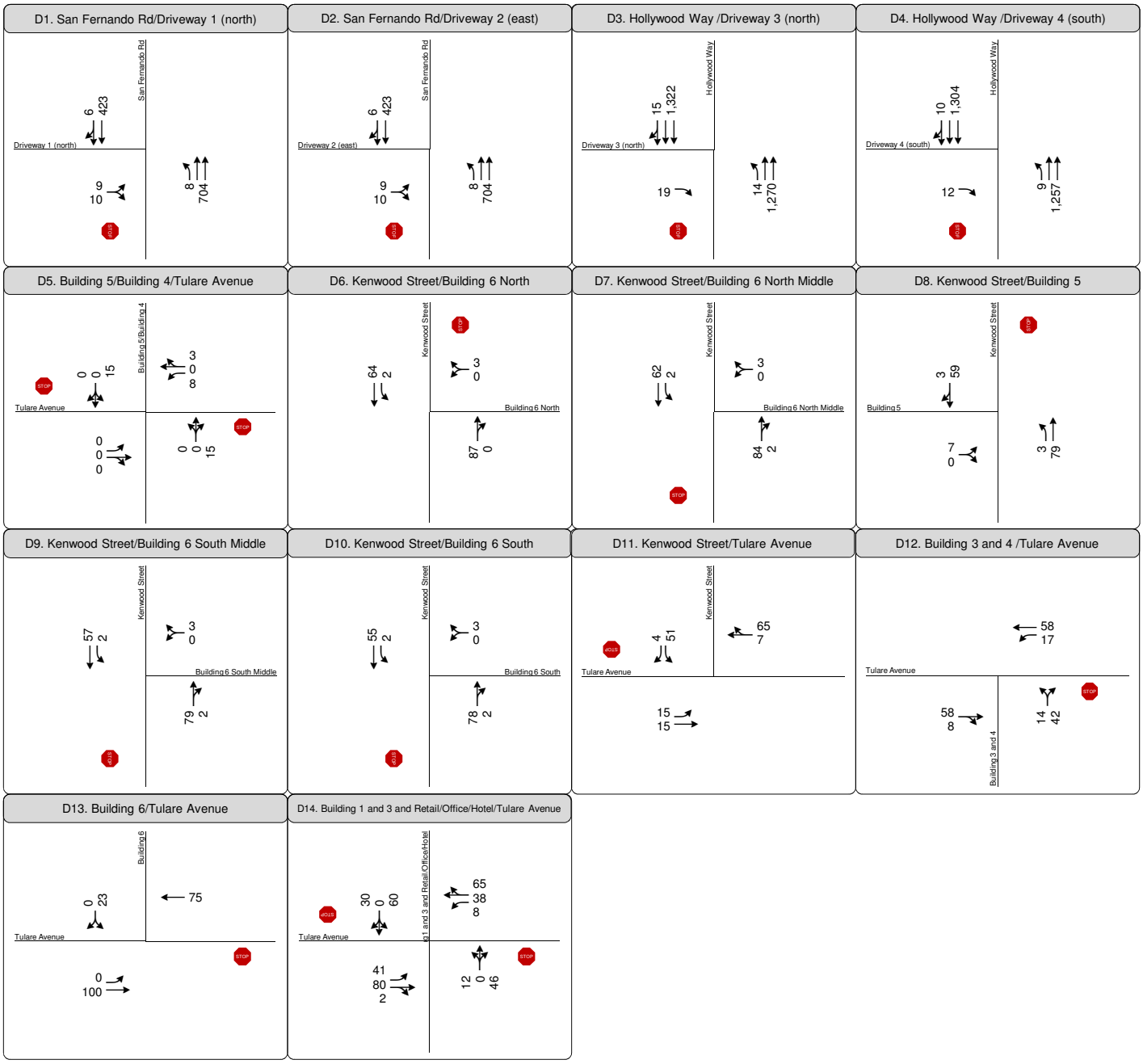
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

APPENDIX E: DRIVEWAY LOS WORKSHEETS

EXISTING PLUS PROJECT


D1. San Fernando Rd/Driveway 1 (north)
San Fernando Rd
Driveway 1 (north)
18 (7)
1,047 (604)
4 (21)
5 (25)
22 (9)
386 (660)
D2. San Fernando Rd/Driveway 2 (east)
San Fernando Rd
Driveway 2 (east)
18 (7)
1,047 (604)
4 (21)
5 (25)
22 (9)
386 (660)
D3. Hollywood Way /Driveway 3 (north)
Hollywood Way
Driveway 3 (north)
43 (17)
2,304 (1,318)
9 (45)
39 (15)
1,066 (2,000)
D4. Hollywood Way /Driveway 4 (south)
Hollywood Way
Driveway 4 (south)
29 (11)
2,295 (1,275)
6 (30)
26 (10)
1,028 (1,985)
D5. Building 5/Building 4/Tulare Avenue
Building 5/Building 4
Tulare Avenue
0 (0)
0 (0)
7 (39)
15 (5)
0 (0)
35 (13)
0 (0)
0 (0)
0 (0)
0 (0)
0 (0)
7 (40)
D6. Kenwood Street/Building 6 North
Kenwood Street
Building 6 North
181 (71)
7 (3)
1 (9)
0 (0)
44 (210)
0 (0)
D7. Kenwood Street/Building 6 North Middle
Kenwood Street
Building 6 North Middle
174 (68)
7 (3)
1 (8)
0 (0)
43 (202)
7 (1)
D8. Kenwood Street/Building 5
Kenwood Street
Building 5
15 (5)
159 (63)
3 (21)
0 (0)
15 (5)
47 (182)
D9. Kenwood Street/Building 6 South Middle
Kenwood Street
Building 6 South Middle
152 (60)
7 (3)
1 (8)
0 (0)
61 (179)
7 (0)
D10. Kenwood Street/Building 6 South
Kenwood Street
Building 6 South
145 (57)
7 (3)
1 (8)
0 (0)
67 (171)
7 (0)
D11. Kenwood Street/Tulare Avenue
Kenwood Street
Tulare Avenue
32 (8)
113 (49)
72 (131)
18 (10)
2 (40)
12 (39)
D12. Building 3 and 4 /Tulare Avenue
Tulare Avenue
84 (103)
72 (26)
91 (76)
34 (12)
Building 3 and 4
6 (38)
19 (113)
D13. Building 6/Tulare Avenue
Building 6
Tulare Avenue
0 (0)
10 (62)
156 (129)
0 (0)
110 (189)
D14. Building 1 and 3 and Retail/Office/Hotel/Tulare Avenue
Building 1 and 3 and Retail/Office/Hotel
Tulare Avenue
20 (54)
0 (0)
40 (110)
139 (66)
146 (48)
33 (12)
69 (33)
41 (214)
10 (4)
11 (35)
0 (0)
13 (131)


D1. San Fernando Rd/Driveway 1 (north)
San Fernando Rd
Driveway 1 (north)
6
423
9
10
8
704
D2. San Fernando Rd/Driveway 2 (east)
San Fernando Rd
Driveway 2 (east)
6
423
9
10
8
704
D3. Hollywood Way /Driveway 3 (north)
Hollywood Way
Driveway 3 (north)
15
1,322
19
14
1,270
D4. Hollywood Way /Driveway 4 (south)
Hollywood Way
Driveway 4 (south)
10
1,304
12
9
1,257
D5. Building 5/Building 4/Tulare Avenue
Building 5/Building 4
Tulare Avenue
0
0
15
3
0
8
0
0
0
0
0
15
D6. Kenwood Street/Building 6 North
Kenwood Street
Building 6 North
64
2
3
0
87
0
D7. Kenwood Street/Building 6 North Middle
Kenwood Street
Building 6 North Middle
62
2
3
0
84
2
D8. Kenwood Street/Building 5
Kenwood Street
Building 5
3
59
7
0
3
79
D9. Kenwood Street/Building 6 South Middle
Kenwood Street
Building 6 South Middle
57
2
3
0
79
2
D10. Kenwood Street/Building 6 South
Kenwood Street
Building 6 South
55
2
3
0
78
2
D11. Kenwood Street/Tulare Avenue
Kenwood Street
Tulare Avenue
4
51
65
7
15
15
D12. Building 3 and 4 /Tulare Avenue
Tulare Avenue
58
17
58
8
14
42
Building 3 and 4
D13. Building 6/Tulare Avenue
Building 6
Tulare Avenue
0
23
75
0
100
D14. Building 1 and 3 and Retail/Office/Hotel/Tulare Avenue
Building 1 and 3 and Retail/Office/Hotel
Tulare Avenue
30
0
60
65
38
8
41
80
2
12
0
46

Default 2018 16:57:07 Page 7-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 AM Peak Period

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[15.8]

Street Name:San Fernando Rd Driveway 1 - nor Existing plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	22	386	0	0	1047	18			4	0	5		0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	386	0	0	1047	18			4	0	5		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	22	386	0	0	1047	18			4	0	5		0	0	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	22	386	0	0	1047	18			4	0	5		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx			1293	1486	533		xxxx	xxxx	xxxxx	
Potent Cap.:	662	xxxx	xxxxx	xxxx	xxxx	xxxxx			157	126	497		xxxx	xxxx	xxxxx	
Move Cap.:	662	xxxx	xxxxx	xxxx	xxxx	xxxxx			153	122	497		xxxx	xxxx	xxxxx	
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			248	229	xxxxx		331	217	xxxxx	
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx			0.02	0.00	0.01		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*			*	*	*		*	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	343	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	15.8	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*			*	C	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx					15.8				xxxxxx			
ApproachLOS:	*			*					C				*			

Note: Queue reported is the number of cars per lane.

Default 2018 16:57:07 Page 8-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 AM Peak Period

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[15.8]

Street Name:San Fernando Rd Driveway 2 - sou Existing plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	22	386	0	0	1047	18			4	0	5		0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	386	0	0	1047	18			4	0	5		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	22	386	0	0	1047	18			4	0	5		0	0	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	22	386	0	0	1047	18			4	0	5		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx			1293	1486	533		xxxx	xxxx	xxxxx	
Potent Cap.:	662	xxxx	xxxxx	xxxx	xxxx	xxxxx			157	126	497		xxxx	xxxx	xxxxx	
Move Cap.:	662	xxxx	xxxxx	xxxx	xxxx	xxxxx			153	122	497		xxxx	xxxx	xxxxx	
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			248	229	xxxxx		331	217	xxxxx	
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx			0.02	0.00	0.01		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*			*	*	*		*	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	343	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	15.8	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*			*	C	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx					15.8				xxxxxx			
ApproachLOS:	*			*					C				*			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: D[25.7]

Street Name: Hollywood Way Driveway 3 - north Existing plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	2	0	0	0 0	2	1	0	0 0	0	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	39 1066		0	0	2304		43	0	0		9	0	0		0	0
Growth Adj:	1.00 1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	39 1066		0	0	2304		43	0	0		9	0	0		0	0
User Adj:	1.00 1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	39 1066		0	0	2304		43	0	0		9	0	0		0	0
Reduct Vol:	0 0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	39 1066		0	0	2304		43	0	0		9	0	0		0	0
Critical Gap Module:																
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																
Cnflict Vol:	2347 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	790	xxxx	xxxx	xxxxx					
Potent Cap.:	213 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	338	xxxx	xxxx	xxxxx					
Move Cap.:	213 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	338	xxxx	xxxx	xxxxx					
Total Cap:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	51	52	xxxxx	118	26	xxxxx					
Volume/Cap:	0.18 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx					
Level Of Service Module:																
2Way95thQ:	0.7 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx					
Control Del:	25.7 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.0	xxxxx	xxxx	xxxxx					
LOS by Move:	D	*	*	*	*	*	*	*	C	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*					
ApproachDel:	xxxxxx			xxxxxx			16.0			xxxxxx						
ApproachLOS:	*			*			C			*						

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[23.8]

Street Name: Hollywood Way Driveway 4 - south Existing plus Project

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 2	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	26 1028	0	0	2295	29	0	0	0	6	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26 1028	0	0	2295	29	0	0	0	6	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26 1028	0	0	2295	29	0	0	0	6	0	0	0
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26 1028	0	0	2295	29	0	0	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	2324 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	780	xxxx	xxxx	xxxxx	
Potent Cap.:	217 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	343	xxxx	xxxx	xxxxx	
Move Cap.:	217 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	343	xxxx	xxxx	xxxxx	
Total Cap:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	53	54	xxxxx	135	37	xxxxx	
Volume/Cap:	0.12 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.4 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	
Control Del:	23.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.7	xxxxx	xxxx	xxxxx	
LOS by Move:	C	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.7			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Existin(2018 14:55:58 Page 3-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: A[9.1]

Street Name:	Building 5/Building 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			1 0 0 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	7	7	0	0	0	0	0	35	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	7	7	0	0	0	0	0	35	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	7	7	0	0	0	0	0	35	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	7	7	0	0	0	0	0	35	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	0	81	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1091	912	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1091	891	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.3	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	A	A	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.3			9.1			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

Note: Queue reported is the number of cars per lane.

Existin(2018 14:55:58 Page 4-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #2

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.5]

****

Street Name:	Kenwood Street						Building 6 North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	44	0	7	181	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	44	0	7	181	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	44	0	7	181	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	44	0	7	181	0	0	0	0	0	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	44	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	44
Potent Cap.:	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1032
Move Cap.:	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1032
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

Existin(2018 14:55:58 Page 5-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.5]

Street Name:	Kenwood Street						Building 6 North Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	43	7	7	174	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	43	7	7	174	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	43	7	7	174	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	43	7	7	174	0	0	0	0	0	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	50	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	47
Potent Cap.:	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1029
Move Cap.:	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1029
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Existin(2018 14:55:58 Page 6-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.9]

Street Name:	Kenwood Street								Building 5							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	15	47	0	0	159	15	3	0	0	0	0	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	15	47	0	0	159	15	3	0	0	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	15	47	0	0	159	15	3	0	0	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	15	47	0	0	159	15	3	0	0	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	174	xxxx	xxxxx	xxxx	xxxx	xxxxx	244	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	1415	xxxx	xxxxx	xxxx	xxxx	xxxxx	749	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	1415	xxxx	xxxxx	xxxx	xxxx	xxxxx	743	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx										
ApproachLOS:	*			*			A			*										

Note: Queue reported is the number of cars per lane.

Existin(2018 14:55:58 Page 7-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.6]

Street Name:	Kenwood Street						Building 6 South Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	61	7	7	152	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	61	7	7	152	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	61	7	7	152	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	61	7	7	152	0	0	0	0	0	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	68	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	65
Potent Cap.:	xxxx	xxxx	xxxxx	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1005
Move Cap.:	xxxx	xxxx	xxxxx	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1005
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Existin(2018 14:55:58 Page 8-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.6]

Street Name:	Kenwood Street						Building 6 South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	67	7	7	145	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	67	7	7	145	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	67	7	7	145	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	67	7	7	145	0	0	0	0	0	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	74	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	71
Potent Cap.:	xxxx	xxxx	xxxxx	1538	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	998
Move Cap.:	xxxx	xxxx	xxxxx	1538	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	998
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Existin(2018 14:55:58 Page 9-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: A[9.2]

Street Name:	Kenwood Street								Tulare Avenue							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		113	0	32		2	12	0		0	18	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		113	0	32		2	12	0		0	18	72	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		113	0	32		2	12	0		0	18	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		113	0	32		2	12	0		0	18	72	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		70	xxxx	54		90	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		939	xxxx	1019		1518	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		939	xxxx	1019		1518	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.12	xxxx	0.03		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.4	xxxx	0.1		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.4	xxxx	8.6		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	A		A	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				9.2				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

Note: Queue reported is the number of cars per lane.

Existin(2018 14:55:58 Page 10-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[9.4]

Street Name:	Building 3 and 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0 1	0	0
Volume Module:												
Base Vol:	6	0	19	0	0	0	0	91	34	72	84	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	6	0	19	0	0	0	0	91	34	72	84	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	6	0	19	0	0	0	0	91	34	72	84	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	19	0	0	0	0	91	34	72	84	0
Critical Gap Module:												
Critical Gp:	6.4 6.5		6.2	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5 4.0		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	336 336		108	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	125	xxxx	xxxxx
Potent Cap.:	663 588		951	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1474	xxxx	xxxxx
Move Cap.:	639 559		951	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1474	xxxx	xxxxx
Volume/Cap:	0.01 0.00		0.02	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 851		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx 0.1		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx 9.4		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Existin(2018 14:55:58 Page 11-1

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.1]

Street Name:	Building 6						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1 0	0	0	1 0	1	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	10	0	0	0	110	0	0	156	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	0	0	110	0	0	156	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	0	0	110	0	0	156	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	10	0	0	0	110	0	0	156	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	277	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	717	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	717	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Existing Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[12.3]

Street Name:	Building 1 and 3/Retail/Office/Ho						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0	0	1	1 0	0	1 0
Volume Module:												
Base Vol:	11	0	13	40	0	20	69	41	10	33	146	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	13	40	0	20	69	41	10	33	146	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	13	40	0	20	69	41	10	33	146	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	13	40	0	20	69	41	10	33	146	139
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	476	535	46	472	471	216	285	xxxx	xxxxx	51	xxxx	xxxxx
Potent Cap.:	503	454	1029	506	494	829	1289	xxxx	xxxxx	1568	xxxx	xxxxx
Move Cap.:	463	421	1029	471	458	829	1289	xxxx	xxxxx	1568	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.01	0.08	0.00	0.02	0.05	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	660	xxxxx	xxxx	550	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.7	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		10.7			12.3		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 16:56:13 Page 7-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 PM Peak Period

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.8]

Street Name:San Fernando Rd Driveway 1 - nor Existing plus Project

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	9	660		0		0	604		7			21		0	25			0	0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00	1.00		1.00			
Initial Bse:	9	660		0		0	604		7			21		0	25			0	0		0			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00	1.00		1.00			
PHF Volume:	9	660		0		0	604		7			21		0	25			0	0		0			
Reduct Vol:	0	0		0		0	0		0			0		0	0			0	0		0			
FinalVolume:	9	660		0		0	604		7			21		0	25			0	0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.8		6.5	6.9	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5		4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	611	xxxx	xxxxx	xxxx	xxxx	xxxxx						956	1286		306	xxxx	xxxx	xxxxx						
Potent Cap.:	978	xxxx	xxxxx	xxxx	xxxx	xxxxx						260	166		696	xxxx	xxxx	xxxxx						
Move Cap.:	978	xxxx	xxxxx	xxxx	xxxx	xxxxx						258	164		696	xxxx	xxxx	xxxxx						
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						381	289	xxxxx	313	286	xxxxx							
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx						0.06	0.00	0.04	xxxx	xxxx	xxxx							
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	A	*		*		*						*	*		*	*								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx	505	xxxxx	xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*		*		*						*	B		*	*								
ApproachDel:	xxxxxx			xxxxxx								12.8			xxxxxx									
ApproachLOS:	*			*								B			*									

Note: Queue reported is the number of cars per lane.

Default 2018 16:56:13 Page 8-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 PM Peak Period

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.8]

Street Name:San Fernando Rd Driveway 2 - sou Existing plus Project

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	9	660		0		0	604		7			21		0	25			0	0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00	1.00		1.00			
Initial Bse:	9	660		0		0	604		7			21		0	25			0	0		0			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00	1.00		1.00			
PHF Volume:	9	660		0		0	604		7			21		0	25			0	0		0			
Reduct Vol:	0	0		0		0	0		0			0		0	0			0	0		0			
FinalVolume:	9	660		0		0	604		7			21		0	25			0	0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.8		6.5	6.9	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5		4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	611	xxxx	xxxxx	xxxx	xxxx	xxxxx						956	1286		306	xxxx	xxxx	xxxxx						
Potent Cap.:	978	xxxx	xxxxx	xxxx	xxxx	xxxxx						260	166		696	xxxx	xxxx	xxxxx						
Move Cap.:	978	xxxx	xxxxx	xxxx	xxxx	xxxxx						258	164		696	xxxx	xxxx	xxxxx						
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						381	289	xxxxx	313	286	xxxxx							
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx						0.06	0.00	0.04	xxxx	xxxx	xxxx							
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	A	*		*		*						*	*		*	*								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx	505	xxxxx	xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*		*		*						*	B		*	*								
ApproachDel:	xxxxxx			xxxxxx								12.8			xxxxxx									
ApproachLOS:	*			*								B			*									

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.1]

Street Name: Hollywood Way Driveway 3 - north Existing plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	15	2000		0 0	1318			17 0	0			0 45	0			0 0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00			1.00 1.00	1.00			1.00 1.00
Initial Bse:	15	2000		0 0	1318			17 0	0			0 45	0			0 0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00			1.00 1.00	1.00			1.00 1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00			1.00 1.00	1.00			1.00 1.00
PHF Volume:	15	2000		0 0	1318			17 0	0			0 45	0			0 0
Reduct Vol:	0	0		0 0	0			0 0	0			0 0	0			0 0
FinalVolume:	15	2000		0 0	1318			17 0	0			0 45	0			0 0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1335	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	448	xxxx	xxxx	xxxxx				
Potent Cap.:	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564	xxxx	xxxx	xxxxx				
Move Cap.:	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	128	66	xxxxx	50	64	xxxxx				
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx				
Control Del:	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*		*	*		*	*	B		*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*		*	*		*	*	*		*	*				
ApproachDel:	xxxxxx			xxxxxx				11.9				xxxxxx				
ApproachLOS:	*			*				B				*				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.7]

Street Name: Hollywood Way Driveway 4 - south Existing plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	2	0	0	0 0	2	1	0	0 0	0	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	10 1985		0	0	1275		11	0	0		30	0	0		0	0
Growth Adj:	1.00 1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	10 1985		0	0	1275		11	0	0		30	0	0		0	0
User Adj:	1.00 1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	10 1985		0	0	1275		11	0	0		30	0	0		0	0
Reduct Vol:	0 0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	10 1985		0	0	1275		11	0	0		30	0	0		0	0
Critical Gap Module:																
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																
Cnflict Vol:	1286 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	431	xxxx	xxxx	xxxxx					
Potent Cap.:	546 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	579	xxxx	xxxx	xxxxx					
Move Cap.:	546 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	579	xxxx	xxxx	xxxxx					
Total Cap:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	135	69	xxxxx	53	68	xxxxx					
Volume/Cap:	0.02 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx					
Level Of Service Module:																
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx					
Control Del:	11.7 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	xxxxx					
LOS by Move:	B	*	*	*	*	*	*	*	B	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*					
ApproachDel:	xxxxxx		xxxxxx			11.6			xxxxxx							
ApproachLOS:	*		*			B			*							

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 3-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: A[9.1]

Street Name:	Building 5/Building 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			1 0 0 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	40	39	0	0	0	0	0	13	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	39	0	0	0	0	0	13	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	40	39	0	0	0	0	0	13	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	40	39	0	0	0	0	0	13	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	0	49	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1091	957	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1091	916	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	A	A	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.4			9.1			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 4-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.4]

Street Name:	Kenwood Street						Building 6 North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	210	0	3	71	0	0	0	0	0	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	210	0	3	71	0	0	0	0	0	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	210	0	3	71	0	0	0	0	0	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	210	0	3	71	0	0	0	0	0	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	210	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	210
Potent Cap.:	xxxx	xxxx	xxxxx	1373	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	835
Move Cap.:	xxxx	xxxx	xxxxx	1373	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	835
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 5-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.3]

Street Name:	Kenwood Street						Building 6 North Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	202	1	3	68	0	0	0	0	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	202	1	3	68	0	0	0	0	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	202	1	3	68	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	202	1	3	68	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	203	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	203
Potent Cap.:	xxxx	xxxx	xxxxx	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	843
Move Cap.:	xxxx	xxxx	xxxxx	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	843
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 6-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.1]

Street Name: Kenwood Street Building 5

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0 0	1	0	1 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	5	182	0	0	63	5	21	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	182	0	0	63	5	21	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	182	0	0	63	5	21	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	182	0	0	63	5	21	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	68	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	736	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	734	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 7-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.2]

Street Name:	Kenwood Street						Building 6 South Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0 179	0		3 60	0		0 0 0	0	0	0 0 0	0	8
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00
Initial Bse:	0 179	0		3 60	0		0 0 0	0	0	0 0 0	0	8
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00
PHF Volume:	0 179	0		3 60	0		0 0 0	0	0	0 0 0	0	8
Reduct Vol:	0 0	0		0 0	0		0 0 0	0	0	0 0 0	0	0
FinalVolume:	0 179	0		3 60	0		0 0 0	0	0	0 0 0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		6.2
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			179 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		179
Potent Cap.:	xxxx xxxx xxxxx			1409 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		869
Move Cap.:	xxxx xxxx xxxxx			1409 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		869
Volume/Cap:	xxxx xxxx xxxx			0.00 xxxx xxxx			xxxx xxxx xxxx			xxxx xxxx xxxx		0.01
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			0.0 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		0.0
Control Del:	xxxxx xxxx xxxxx			7.6 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		9.2
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 8-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Street Name:	Kenwood Street						Building 6 South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	171	0	3	57	0	0	0	0	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	171	0	3	57	0	0	0	0	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	171	0	3	57	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	171	0	3	57	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	171	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	171
Potent Cap.:	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	878
Move Cap.:	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	878
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.1		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 9-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: A[9.7]

Street Name:	Kenwood Street						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	49	0	8	40	39	0	0	10	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	49	0	8	40	39	0	0	10	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	49	0	8	40	39	0	0	10	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	49	0	8	40	39	0	0	10	131
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	195	xxxx	76	141	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	799	xxxx	991	1455	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	782	xxxx	991	1455	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	0.01	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	8.7	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 10-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: A[9.7]

Street Name:	Building 3 and 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0 1	0	0
Volume Module:												
Base Vol:	38	0	113	0	0	0	0	76	12	26	103	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	38	0	113	0	0	0	0	76	12	26	103	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	38	0	113	0	0	0	0	76	12	26	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	113	0	0	0	0	76	12	26	103	0
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	237 237	82		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		88 xxxx	xxxxx	
Potent Cap.:	756 667	983		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1520 xxxx	xxxxx	
Move Cap.:	746 656	983		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1520 xxxx	xxxxx	
Volume/Cap:	0.05 0.00	0.11		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.02 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.1 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		7.4 xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	*		A *	*	
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx 910	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx 0.6	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx 9.7	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* A	*		* *	*		* *	*		* *	*	
ApproachDel:	9.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:08 Page 11-1

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.9]

Street Name:	Building 6						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1 0	0	0	1 0	1	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	62	0	0	0	189	0	0	129	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	62	0	0	0	189	0	0	129	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	0	0	189	0	0	129	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	62	0	0	0	189	0	0	129	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	322	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	676	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	676	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Existing Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[14.9]

Street Name:	Building 1 and 3/Retail/Office/Ho						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0	0	1	1 0	0	1 0
Volume Module:												
Base Vol:	35	0	131	110	0	54	33	214	4	12	48	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	131	110	0	54	33	214	4	12	48	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	131	110	0	54	33	214	4	12	48	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	0	131	110	0	54	33	214	4	12	48	66
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	414	420	216	453	389	81	114	xxxx	xxxxx	218	xxxx	xxxxx
Potent Cap.:	552	528	829	521	549	985	1488	xxxx	xxxxx	1364	xxxx	xxxxx
Move Cap.:	510	511	829	428	532	985	1488	xxxx	xxxxx	1364	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.16	0.26	0.00	0.05	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	732	xxxxx	xxxx	526	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.4	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	11.4			14.9			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Default  2018 16:56:35                Page 7-1
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #5                                          Weekend Midday
********************************************************************************
Average Delay (sec/veh):      0.2       Worst Case Level Of Service: B[ 11.4]
********************************************************************************
Street Name:San Fernando Rd  Driveway 1 - nor       Existing plus Project
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8  704     0     0  423     6     9    0    10     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  704     0     0  423     6     9    0    10     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  704     0     0  423     6     9    0    10     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    8  704     0     0  423     6     9    0    10     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  429 xxxx xxxxx  xxxx xxxx xxxxx   794 1146   215  xxxx xxxx xxxxx
Potent Cap.: 1141 xxxx xxxxx  xxxx xxxx xxxxx   329  201   797  xxxx xxxx xxxxx
Move Cap.:   1141 xxxx xxxxx  xxxx xxxx xxxxx   328  200   797  xxxx xxxx xxxxx
Total Cap:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   447  315 xxxxx   317  314 xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.02 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  581 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.4 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.4           xxxxxx
ApproachLOS:         *                *                B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Default 2018 16:56:35 Page 8-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Weekend Midday

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.4]

Street Name:San Fernando Rd Driveway 2 - sou Existing plus Project

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	704		0			0	423		6			9		0		10		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	8	704		0			0	423		6			9		0		10		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	8	704		0			0	423		6			9		0		10		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	8	704		0			0	423		6			9		0		10		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8		6.5		6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5		4.0		3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	429	xxxx	xxxxx	xxxx	xxxx	xxxxx							794		1146		215	xxxx	xxxx	xxxxx				
Potent Cap.:	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx							329		201		797	xxxx	xxxx	xxxxx				
Move Cap.:	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx							328		200		797	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							447		315	xxxxx	317		314	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx							0.02		0.00		0.01	xxxx	xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
LOS by Move:	A	*		*		*		*		*			*		*		*		*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx		581	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx		0.1	xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx		11.4	xxxxx	xxxxx	xxxx	xxxxx					
Shared LOS:	*	*		*		*		*		*			*		B		*		*					
ApproachDel:	xxxxxx			xxxxxx									11.4				xxxxxx							
ApproachLOS:	*			*									B				*							

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.1]

Street Name: Hollywood Way Driveway 3 - north Existing plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	14	1270		0 0	0	1322		15 0	0	0		19 0	0	0		0
Growth Adj:	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00
Initial Bse:	14	1270		0 0	1322			15 0	0	0		19 0	0	0		0
User Adj:	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00
PHF Volume:	14	1270		0 0	1322			15 0	0	0		19 0	0	0		0
Reduct Vol:	0	0		0 0	0	0		0 0	0	0		0 0	0	0		0
FinalVolume:	14	1270		0 0	1322			15 0	0	0		19 0	0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1337	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	448	xxxx	xxxx	xxxxx				
Potent Cap.:	522	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564	xxxx	xxxx	xxxxx				
Move Cap.:	522	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	114 xxxxx	134	110 xxxxx						
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx 0.03	xxxx	xxxx	xxxx					
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*		* *	*	*		* *	B	*		* *				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx					
Shared LOS:	*	*		* *	*	*		* *	*	*		* *				
ApproachDel:	xxxxxx			xxxxxx				11.6			xxxxxx					
ApproachLOS:	*			*				B			*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.9]

Street Name: Hollywood Way Driveway 4 - south Existing plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	2	0	0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	9	1257	0	0	1304	10	0	0	12	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	9	1257	0	0	1304	10	0	0	12	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	9	1257	0	0	1304	10	0	0	12	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	9	1257	0	0	1304	10	0	0	12	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	440	xxxx	xxxx	xxxxx				
Potent Cap.:	533	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	571	xxxx	xxxx	xxxxx				
Move Cap.:	533	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	571	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	160	118	xxxxx	140	116	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	B	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			11.4			xxxxxx						
ApproachLOS:	*			*			B			*						

Note: Queue reported is the number of cars per lane.

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Default  2018 15:00:39                  Page 3-1
--------------------------------------------------------------------------------
                    Existing Plus Project Weekend Midday
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #1
********************************************************************************
Average Delay (sec/veh):      7.7       Worst Case Level Of Service: A[  8.8]
********************************************************************************
Street Name:      Building 5/Building 4                Tulare Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    1  0  0  0  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    15    15    0     0     0    0     0     8    0     3
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    15    15    0     0     0    0     0     8    0     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    15    15    0     0     0    0     0     8    0     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    15    15    0     0     0    0     0     8    0     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx     0    25 xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.: xxxx xxxx  1091   991 xxxx xxxxx  xxxx xxxx xxxxx  1636 xxxx xxxxx
Move Cap.:   xxxx xxxx  1091   974 xxxx xxxxx  xxxx xxxx xxxxx  1636 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.01  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.0   0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx   8.3   8.8 xxxx xxxxx xxxxx xxxx xxxxx   7.2 xxxx xxxxx
LOS by Move:    *    *     A     A    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       8.3              8.8           xxxxxx           xxxxxx
ApproachLOS:         A                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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Default  2018 15:00:39                  Page 4-1
--------------------------------------------------------------------------------
                     Existing Plus Project Weekend Midday
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2
********************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: A[  8.7]
********************************************************************************
Street Name:          Kenwood Street                  Building 6 North
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   87     0     2   64     0     0    0     0     0    0     3
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   87     0     2   64     0     0    0     0     0    0     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   87     0     2   64     0     0    0     0     0    0     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   87     0     2   64     0     0    0     0     0    0     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    87 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    87
Potent Cap.: xxxx xxxx xxxxx  1522 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   977
Move Cap.:   xxxx xxxx xxxxx  1522 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   977
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   8.7
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.7
ApproachLOS:         *                *                *                A
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Default 2018 15:00:39 Page 5-1

Existing Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.7]

Street Name:	Kenwood Street						Building 6 North Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	84	2	2	62	0	0	0	0	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	84	2	2	62	0	0	0	0	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	84	2	2	62	0	0	0	0	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	84	2	2	62	0	0	0	0	0	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	86	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	85
Potent Cap.:	xxxx	xxxx	xxxxx	1523	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	980
Move Cap.:	xxxx	xxxx	xxxxx	1523	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	980
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Default  2018 15:00:39                  Page 6-1
--------------------------------------------------------------------------------
                     Existing Plus Project Weekend Midday
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4
********************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: A[  9.3]
********************************************************************************
Street Name:          Kenwood Street                    Building 5
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3   79     0     0   59     3     7    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3   79     0     0   59     3     7    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3   79     0     0   59     3     7    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3   79     0     0   59     3     7    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   62 xxxx xxxxx  xxxx xxxx xxxxx   146 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 1554 xxxx xxxxx  xxxx xxxx xxxxx   852 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   1554 xxxx xxxxx  xxxx xxxx xxxxx   850 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.3           xxxxxx
ApproachLOS:         *                *                A                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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Default  2018 15:00:39                  Page 7-1
--------------------------------------------------------------------------------
                    Existing Plus Project Weekend Midday
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #5
********************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: A[  8.7]
********************************************************************************
Street Name:          Kenwood Street               Building 6 South Middle
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   79     2     2   57     0     0    0     0     0    0     3
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   79     2     2   57     0     0    0     0     0    0     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   79     2     2   57     0     0    0     0     0    0     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   79     2     2   57     0     0    0     0     0    0     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    81 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    80
Potent Cap.: xxxx xxxx xxxxx  1529 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   986
Move Cap.:   xxxx xxxx xxxxx  1529 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   986
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   8.7
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.7
ApproachLOS:         *                *                *                A
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
Default  2018 15:00:39                  Page 8-1
--------------------------------------------------------------------------------
                    Existing Plus Project Weekend Midday
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #6
********************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: A[  8.7]
********************************************************************************
Street Name:          Kenwood Street                  Building 6 South
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    1  0  1  0  0    0  0  0  0  0    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   78     2     2   55     0     0    0     0     0    0     3
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   78     2     2   55     0     0    0     0     0    0     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   78     2     2   55     0     0    0     0     0    0     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   78     2     2   55     0     0    0     0     0    0     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    80 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    79
Potent Cap.: xxxx xxxx xxxxx  1531 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   987
Move Cap.:   xxxx xxxx xxxxx  1531 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   987
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   8.7
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.7
ApproachLOS:         *                *                *                A
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Default 2018 15:00:39 Page 9-1

Existing Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.1]

Street Name:	Kenwood Street								Tulare Avenue							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		51	0	4		15	15	0		0	7	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		51	0	4		15	15	0		0	7	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		51	0	4		15	15	0		0	7	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		51	0	4		15	15	0		0	7	65	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		85	xxxx	40		72	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		922	xxxx	1038		1541	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		915	xxxx	1038		1541	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	0.00		0.01	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	0.0		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.2	xxxx	8.5		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	A		A	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				9.1				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:40 Page 10-1

Existing Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.0]

Street Name:	Building 3 and 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0 1	0	0
Volume Module:												
Base Vol:	14	0	42	0	0	0	0	58	8	17	58	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	14	0	42	0	0	0	0	58	8	17	58	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	14	0	42	0	0	0	0	58	8	17	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	42	0	0	0	0	58	8	17	58	0
Critical Gap Module:												
Critical Gp:	6.4 6.5		6.2	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx
FollowUpTim:	3.5 4.0		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	154 154		62	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	66 xxxx		xxxxx
Potent Cap.:	842 741		1009	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1549 xxxx		xxxxx
Move Cap.:	835 733		1009	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1549 xxxx		xxxxx
Volume/Cap:	0.02 0.00		0.04	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.01 xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.0 xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	7.4 xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 959		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx 0.2		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx 9.0		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:40 Page 11-1

Existing Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.5]

Street Name:	Building 6						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1 0	0	0	1 0	1	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	23	0	0	0	100	0	0	75	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	0	0	100	0	0	75	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	0	0	0	100	0	0	75	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	23	0	0	0	100	0	0	75	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	817	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	817	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Existing Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

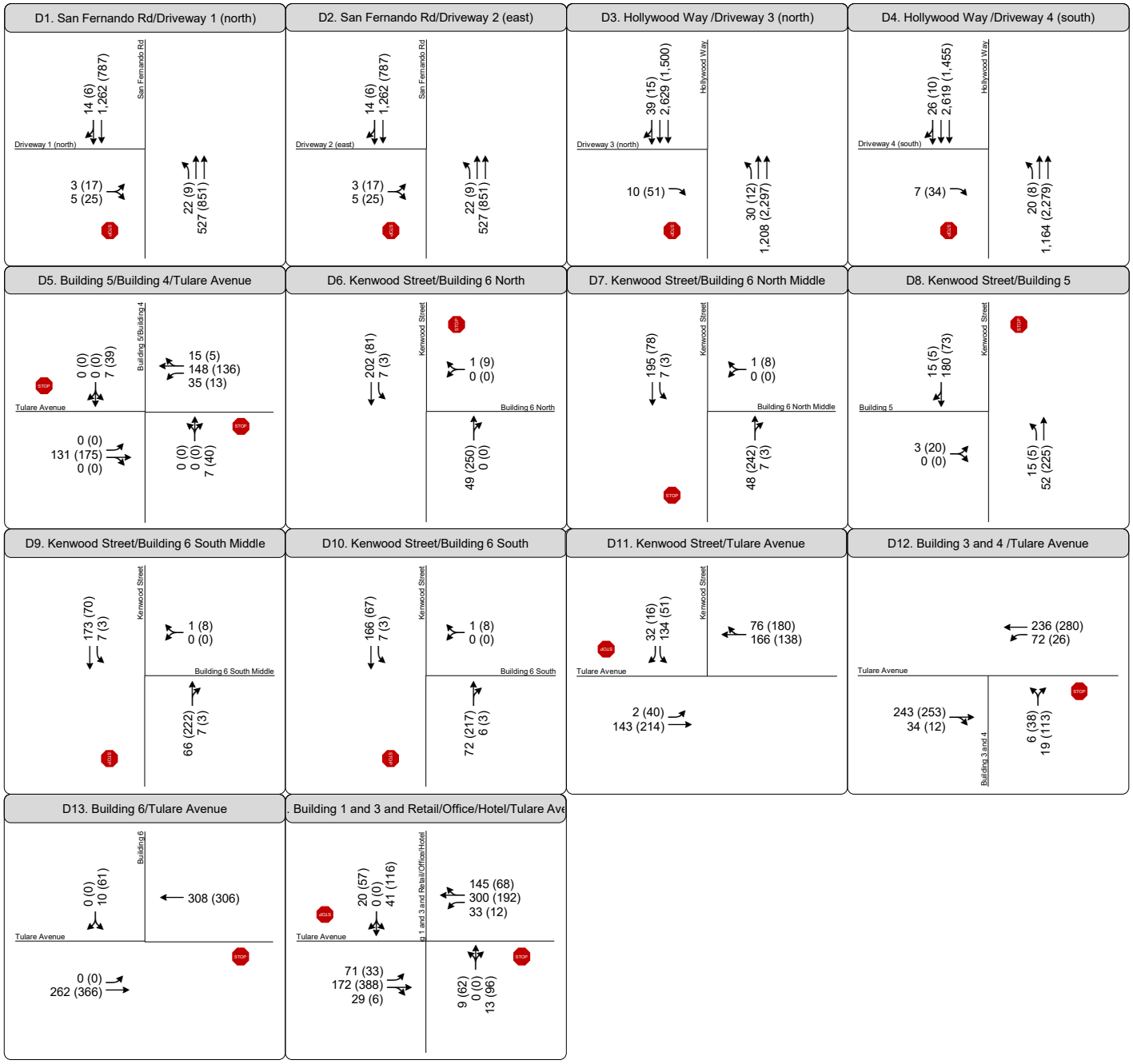
Intersection #10

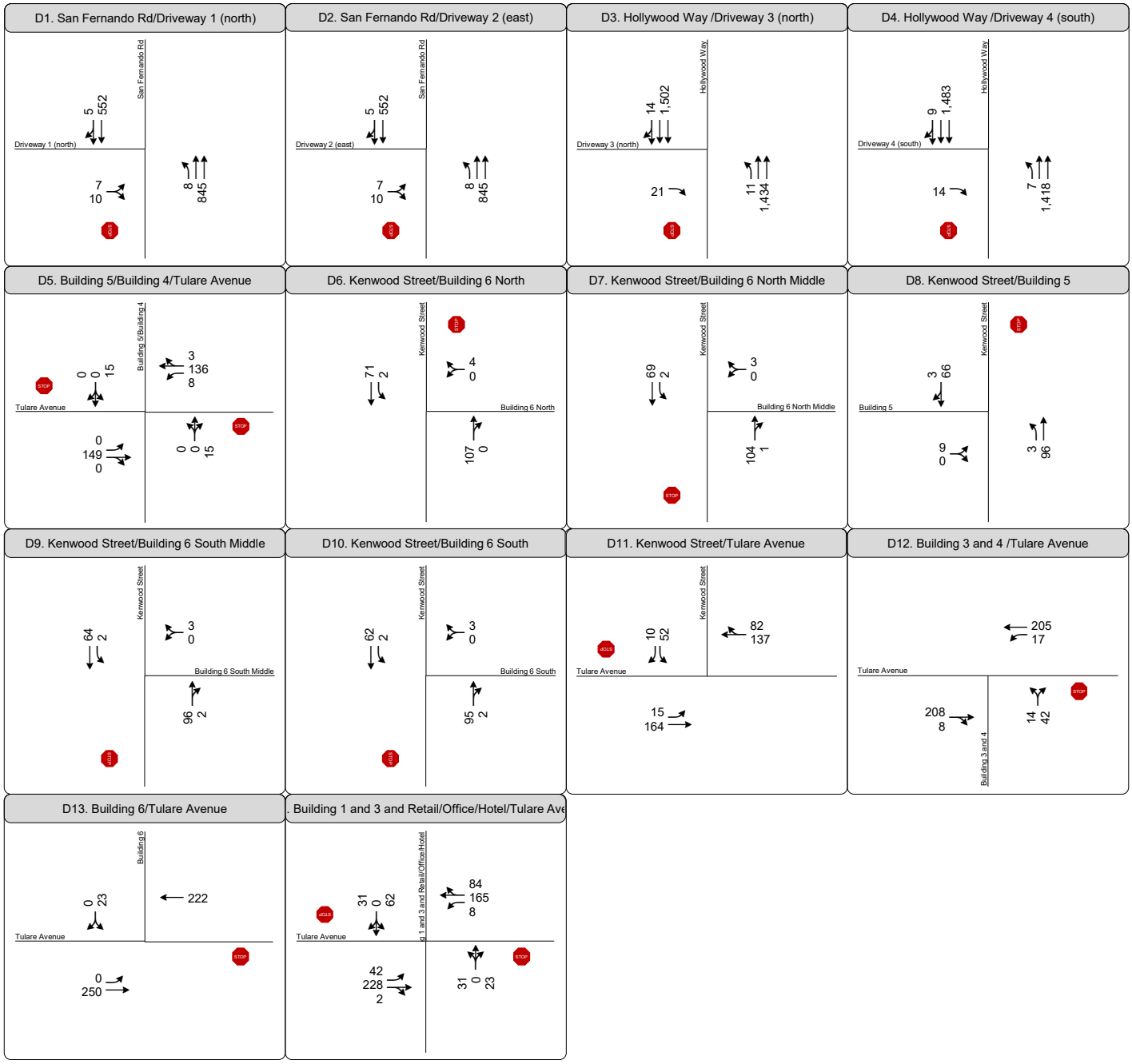
Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[10.7]

Street Name:	Building 1 and 3/Retail/Office/Ho						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	12	0	46	60	0	30	41	80	2	8	38	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	46	60	0	30	41	80	2	8	38	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	46	60	0	30	41	80	2	8	38	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	46	60	0	30	41	80	2	8	38	65
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	265	282	81	273	251	71	103	xxxx	xxxxx	82	xxxx	xxxxx
Potent Cap.:	692	630	985	684	656	998	1502	xxxx	xxxxx	1528	xxxx	xxxxx
Move Cap.:	655	610	985	636	635	998	1502	xxxx	xxxxx	1528	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.05	0.09	0.00	0.03	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	892	xxxxx	xxxx	723	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	B	*	*	*	*	*	*	*
ApproachDel:		9.3			10.7		xxxxxx			xxxxxx		
ApproachLOS:		A			B		*			*		

Note: Queue reported is the number of cars per lane.

CUMULATIVE PLUS PROJECT


D1. San Fernando Rd/Driveway 1 (north)
San Fernando Rd
Driveway 1 (north)
14 (6)
1,262 (787)
3 (17)
5 (25)
22 (9)
527 (851)
D2. San Fernando Rd/Driveway 2 (east)
San Fernando Rd
Driveway 2 (east)
14 (6)
1,262 (787)
3 (17)
5 (25)
22 (9)
527 (851)
D3. Hollywood Way /Driveway 3 (north)
Hollywood Way
Driveway 3 (north)
39 (15)
2,629 (1,500)
10 (51)
30 (12)
1,208 (2,297)
D4. Hollywood Way /Driveway 4 (south)
Hollywood Way
Driveway 4 (south)
26 (10)
2,619 (1,455)
7 (34)
20 (8)
1,164 (2,279)
D5. Building 5/Building 4/Tulare Avenue
Building 5/Building 4
Tulare Avenue
0 (0)
0 (0)
7 (39)
15 (5)
148 (136)
35 (13)
0 (0)
131 (175)
0 (0)
0 (0)
0 (0)
7 (40)
D6. Kenwood Street/Building 6 North
Kenwood Street
Building 6 North
202 (81)
7 (3)
1 (9)
0 (0)
49 (250)
0 (0)
D7. Kenwood Street/Building 6 North Middle
Kenwood Street
Building 6 North Middle
195 (78)
7 (3)
1 (8)
0 (0)
48 (242)
7 (3)
D8. Kenwood Street/Building 5
Kenwood Street
Building 5
15 (5)
180 (73)
3 (20)
0 (0)
15 (5)
52 (225)
D9. Kenwood Street/Building 6 South Middle
Kenwood Street
Building 6 South Middle
173 (70)
7 (3)
1 (8)
0 (0)
66 (222)
7 (3)
D10. Kenwood Street/Building 6 South
Kenwood Street
Building 6 South
166 (67)
7 (3)
1 (8)
0 (0)
72 (217)
6 (3)
D11. Kenwood Street/Tulare Avenue
Kenwood Street
Tulare Avenue
32 (16)
134 (51)
76 (180)
166 (138)
2 (40)
143 (214)
D12. Building 3 and 4 /Tulare Avenue
Tulare Avenue
Building 3 and 4
236 (280)
72 (26)
243 (253)
34 (12)
6 (38)
19 (113)
D13. Building 6/Tulare Avenue
Building 6
Tulare Avenue
0 (0)
10 (61)
308 (306)
0 (0)
262 (366)
Building 1 and 3 and Retail/Office/Hotel/Tulare Ave
Building 1 and 3 and Retail/Office/Hotel
Tulare Avenue
20 (57)
0 (0)
41 (116)
145 (68)
300 (192)
33 (12)
71 (33)
172 (388)
29 (6)
9 (62)
0 (0)
13 (96)


D1. San Fernando Rd/Driveway 1 (north)
San Fernando Rd
Driveway 1 (north)
5
552
7
10
8
845
D2. San Fernando Rd/Driveway 2 (east)
San Fernando Rd
Driveway 2 (east)
5
552
7
10
8
845
D3. Hollywood Way /Driveway 3 (north)
Hollywood Way
Driveway 3 (north)
14
1,502
21
11
1,434
D4. Hollywood Way /Driveway 4 (south)
Hollywood Way
Driveway 4 (south)
9
1,483
14
7
1,418
D5. Building 5/Building 4/Tulare Avenue
Building 5/Building 4
Tulare Avenue
0
0
15
3
136
8
0
149
0
0
0
15
D6. Kenwood Street/Building 6 North
Kenwood Street
Building 6 North
71
2
4
0
107
0
D7. Kenwood Street/Building 6 North Middle
Kenwood Street
Building 6 North Middle
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2
3
0
104
1
D8. Kenwood Street/Building 5
Kenwood Street
Building 5
3
66
9
0
3
96
D9. Kenwood Street/Building 6 South Middle
Kenwood Street
Building 6 South Middle
64
2
3
0
96
2
D10. Kenwood Street/Building 6 South
Kenwood Street
Building 6 South
62
2
3
0
95
2
D11. Kenwood Street/Tulare Avenue
Kenwood Street
Tulare Avenue
10
52
82
137
15
164
D12. Building 3 and 4 /Tulare Avenue
Tulare Avenue
205
17
208
8
14
42
Building 3 and 4
D13. Building 6/Tulare Avenue
Building 6
Tulare Avenue
0
23
222
0
250
Building 1 and 3 and Retail/Office/Hotel/Tulare Ave
Building 1 and 3 and Retail/Office/Hotel
Tulare Avenue
31
0
62
84
165
8
42
228
2
31
0
23

Default 2018 16:57:07 Page 15-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 AM Peak Period

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.8]

Street Name:San Fernando Rd Driveway 1 - nor Future plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	22	527	0	0	1262	14			3	0	5		0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	527	0	0	1262	14			3	0	5		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	22	527	0	0	1262	14			3	0	5		0	0	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	22	527	0	0	1262	14			3	0	5		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1276	xxxx	xxxxx	xxxx	xxxx	xxxxx			1577	1840	638		xxxx	xxxx	xxxxx	
Potent Cap.:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx			102	76	424		xxxx	xxxx	xxxxx	
Move Cap.:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx			99	73	424		xxxx	xxxx	xxxxx	
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			190	176	xxxxx		261	164	xxxxx	
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx			0.02	0.00	0.01		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*			*	*	*		*	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	290	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	17.8	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*			*	C	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx					17.8				xxxxxx			
ApproachLOS:	*			*					C				*			

Note: Queue reported is the number of cars per lane.

Default 2018 16:57:07 Page 16-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 AM Peak Period

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.8]

Street Name:San Fernando Rd Driveway 2 - sou Future plus Project

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	22	527		0		0	1262		14			3		0		5		0		0		0		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		
Initial Bse:	22	527		0		0	1262		14			3		0		5		0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		
PHF Volume:	22	527		0		0	1262		14			3		0		5		0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0		0		0		0		0		
FinalVolume:	22	527		0		0	1262		14			3		0		5		0		0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.8		6.5		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5		4.0		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	1276	xxxx	xxxxx	xxxx	xxxx	xxxxx						1577		1840		638	xxxx	xxxx	xxxxx					
Potent Cap.:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx						102		76		424	xxxx	xxxx	xxxxx					
Move Cap.:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx						99		73		424	xxxx	xxxx	xxxxx					
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						190		176	xxxxx	261		164	xxxxx					
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx						0.02		0.00		0.01	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx					
Control Del:	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx					
LOS by Move:	B	*		*		*						*		*		*		*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx		290	xxxxx	xxxx		xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		0.1	xxxxx	xxxxx		xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		17.8	xxxxx	xxxxx		xxxx	xxxxx					
Shared LOS:	*	*		*		*						*		C		*		*						
ApproachDel:	xxxxxx			xxxxxx								17.8				xxxxxx								
ApproachLOS:	*			*								C				*								

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: D[32.8]

Street Name: Hollywood Way Driveway 3 - north Future plus Project

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 2	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	30 1208		0	0 2629		39	0	0	10	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	30 1208		0	0 2629		39	0	0	10	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	30 1208		0	0 2629		39	0	0	10	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
FinalVolume:	30 1208		0	0 2629		39	0	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	2668 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	896	xxxx	xxxx	xxxxx	
Potent Cap.:	159 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	287	xxxx	xxxx	xxxxx	
Move Cap.:	159 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	287	xxxx	xxxx	xxxxx	
Total Cap:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	34	37	xxxxx	97	15	xxxxx	
Volume/Cap:	0.19 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.7 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	
Control Del:	32.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.0	xxxxx	xxxx	xxxxx	
LOS by Move:	D *	*	*	*	*	*	*	C	*	*	*	
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	* *	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx			18.0			xxxxxx			
ApproachLOS:	*		*			C			*			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: D[30.3]

Street Name: Hollywood Way Driveway 4 - south Future plus Project

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 2	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	20 1164		0	0 2619		26	0 0		7	0 0		0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	20 1164		0	0 2619		26	0 0		7	0 0		0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	20 1164		0	0 2619		26	0 0		7	0 0		0
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
FinalVolume:	20 1164		0	0 2619		26	0 0		7	0 0		0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx 6.9		xxxxx	xxxx xxxxx		
FollowUpTim:	2.2 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx 3.3		xxxxx	xxxx xxxxx		
Capacity Module:												
Cnflict Vol:	2645 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx 886		xxxx	xxxx xxxxx		
Potent Cap.:	162 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx 292		xxxx	xxxx xxxxx		
Move Cap.:	162 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx 292		xxxx	xxxx xxxxx		
Total Cap:	xxxx xxxx xxxxx		xxxx	xxxx xxxxx		35	38 xxxxx		111	24 xxxxx		
Volume/Cap:	0.12 xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		0.02	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	0.4 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx 0.1		xxxx	xxxx xxxxx		
Control Del:	30.3 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx 17.6		xxxxx	xxxx xxxxx		
LOS by Move:	D	*	*	*	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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Default  2018 14:58:57                  Page 3-1
------------------------------------------------------------------------------
                           Future Plus Project AM
------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #1
******************************************************************************
Average Delay (sec/veh):      1.2       Worst Case Level Of Service: B[ 11.2]
******************************************************************************
Street Name:      Building 5/Building 4                Tulare Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    1  0  0  0  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     7     7    0     0     0  131     0    35  148    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     7     7    0     0     0  131     0    35  148    15
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     7     7    0     0     0  131     0    35  148    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     7     7    0     0     0  131     0    35  148    15
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   131   360 xxxx xxxxx  xxxx xxxx xxxxx   131 xxxx xxxxx
Potent Cap.: xxxx xxxx   924   599 xxxx xxxxx  xxxx xxxx xxxxx  1467 xxxx xxxxx
Move Cap.:   xxxx xxxx   924   584 xxxx xxxxx  xxxx xxxx xxxxx  1467 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.01  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.0   0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx   8.9  11.2 xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx
LOS by Move:    *    *     A     B    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       8.9             11.2           xxxxxx           xxxxxx
ApproachLOS:         A               B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Default 2018 14:58:57 Page 4-1

Future Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

Street Name:	Kenwood Street						Building 6 North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	49	0	7	202	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	0	7	202	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	49	0	7	202	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	49	0	7	202	0	0	0	0	0	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	49	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	49
Potent Cap.:	xxxx	xxxx	xxxxx	1571	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1025
Move Cap.:	xxxx	xxxx	xxxxx	1571	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1025
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:58 Page 5-1

Future Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

Street Name:	Kenwood Street						Building 6 North Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	48	7	7	195	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	48	7	7	195	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	48	7	7	195	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	48	7	7	195	0	0	0	0	0	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	55	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	52
Potent Cap.:	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1022
Move Cap.:	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1022
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Default  2018 14:58:58                  Page 6-1
--------------------------------------------------------------------------------
                            Future Plus Project AM
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4
********************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: B[ 10.0]
********************************************************************************
Street Name:          Kenwood Street                    Building 5
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   52     0     0  180    15     3    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15   52     0     0  180    15     3    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15   52     0     0  180    15     3    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15   52     0     0  180    15     3    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  195 xxxx xxxxx  xxxx xxxx xxxxx   270 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 1390 xxxx xxxxx  xxxx xxxx xxxxx   724 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   1390 xxxx xxxxx  xxxx xxxx xxxxx   718 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx  10.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.0           xxxxxx
ApproachLOS:         *                *                B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Default 2018 14:58:58 Page 7-1

Future Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.6]

Street Name:	Kenwood Street						Building 6 South Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	66	7	7	173	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	66	7	7	173	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	66	7	7	173	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	66	7	7	173	0	0	0	0	0	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	73	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	70
Potent Cap.:	xxxx	xxxx	xxxxx	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	999
Move Cap.:	xxxx	xxxx	xxxxx	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	999
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:58 Page 8-1

Future Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.6]

Street Name:	Kenwood Street						Building 6 South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	72	6	7	166	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	72	6	7	166	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	72	6	7	166	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	72	6	7	166	0	0	0	0	0	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	78	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	75
Potent Cap.:	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	992
Move Cap.:	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	992
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:58 Page 9-1

Future Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[11.5]

Street Name:	Kenwood Street									Tulare Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	134	0	32	2	143	0	0	166	76								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	134	0	32	2	143	0	0	166	76								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	134	0	32	2	143	0	0	166	76								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	134	0	32	2	143	0	0	166	76								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	351	xxxx	204	242	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	650	xxxx	842	1336	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	650	xxxx	842	1336	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	0.04	0.00	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	12.0	xxxx	9.4	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:58 Page 10-1

Future Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.8]

Street Name:	Building 3 and 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0 1	0	0
Volume Module:												
Base Vol:	6	0	19	0	0	0	0	243	34	72	236	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	19	0	0	0	0	243	34	72	236	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	19	0	0	0	0	243	34	72	236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	19	0	0	0	0	243	34	72	236	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	640	640	260	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	277	xxxx	xxxxx
Potent Cap.:	443	396	784	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1298	xxxx	xxxxx
Move Cap.:	424	374	784	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1298	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	651	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 14:58:58 Page 11-1

Future Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.7]

Street Name:	Building 6						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1 0	0	0	1 0	1	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	10	0	0	0	262	0	0	308	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	0	0	262	0	0	308	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	0	0	262	0	0	308	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	10	0	0	0	262	0	0	308	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	581	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	480	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	480	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Future Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.0]

Street Name:	Building 1 and 3/Retail/Office/Ho						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0	0	1	1 0	0	1 0
Volume Module:												
Base Vol:	9	0	13	41	0	20	71	172	29	33	300	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	13	41	0	20	71	172	29	33	300	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	13	41	0	20	71	172	29	33	300	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	13	41	0	20	71	172	29	33	300	145
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	777	840	187	774	782	373	445	xxxx	xxxxx	201	xxxx	xxxxx
Potent Cap.:	317	304	861	318	328	678	1126	xxxx	xxxxx	1383	xxxx	xxxxx
Move Cap.:	287	278	861	293	300	678	1126	xxxx	xxxxx	1383	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	0.14	0.00	0.03	0.06	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	474	xxxxx	xxxx	360	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.0	xxxxx	xxxxx	17.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:	13.0			17.0			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 16:56:14 Page 15-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 PM Peak Period

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.3]

Street Name:San Fernando Rd Driveway 1 - nor Future plus Project

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	9	851		0		0	787		6			17		0		25		0	0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			
Initial Bse:	9	851		0		0	787		6			17		0		25		0	0		0			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			
PHF Volume:	9	851		0		0	787		6			17		0		25		0	0		0			
Reduct Vol:	0	0		0		0	0		0			0		0		0		0	0		0			
FinalVolume:	9	851		0		0	787		6			17		0		25		0	0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.8		6.5		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5		4.0		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	793	xxxx	xxxxx	xxxx	xxxx	xxxxx						1234		1659		397	xxxx	xxxx	xxxxx					
Potent Cap.:	837	xxxx	xxxxx	xxxx	xxxx	xxxxx						172		99		609	xxxx	xxxx	xxxxx					
Move Cap.:	837	xxxx	xxxxx	xxxx	xxxx	xxxxx						170		98		609	xxxx	xxxx	xxxxx					
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						298		220	xxxxx		234		218	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx						0.06		0.00		0.04	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx		xxxx		xxxxx	xxxx	xxxx	xxxxx					
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		xxxx		xxxxx	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*		*		*						*		*		*	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx		428	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		0.3	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		14.3	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*		*		*						*		B		*	*	*	*					
ApproachDel:	xxxxxx			xxxxxx								14.3					xxxxxx							
ApproachLOS:	*			*								B					*							

Note: Queue reported is the number of cars per lane.

Default 2018 16:56:14 Page 16-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 PM Peak Period

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.3]

Street Name:San Fernando Rd Driveway 2 - sou Future plus Project

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	9	851		0		0	787		6			17		0		25		0	0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			
Initial Bse:	9	851		0		0	787		6			17		0		25		0	0		0			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			
PHF Volume:	9	851		0		0	787		6			17		0		25		0	0		0			
Reduct Vol:	0	0		0		0	0		0			0		0		0		0	0		0			
FinalVolume:	9	851		0		0	787		6			17		0		25		0	0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.8		6.5		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5		4.0		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	793	xxxx	xxxxx	xxxx	xxxx	xxxxx						1234		1659		397	xxxx	xxxx	xxxxx					
Potent Cap.:	837	xxxx	xxxxx	xxxx	xxxx	xxxxx						172		99		609	xxxx	xxxx	xxxxx					
Move Cap.:	837	xxxx	xxxxx	xxxx	xxxx	xxxxx						170		98		609	xxxx	xxxx	xxxxx					
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						298		220	xxxxx		234		218	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx						0.06		0.00		0.04	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx		xxxx		xxxxx	xxxx	xxxx	xxxxx					
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		xxxx		xxxxx	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*		*		*						*		*		*	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx		428	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		0.3	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx		14.3	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*		*		*						*		B		*	*	*	*					
ApproachDel:	xxxxxx			xxxxxx								14.3					xxxxxx							
ApproachLOS:	*			*								B					*							

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.3]

Street Name: Hollywood Way Driveway 3 - north Future plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	12	2297		0 0	1500			15 0	0		0	51 0	0		0	0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00 1.00	1.00		1.00	1.00
Initial Bse:	12	2297		0 0	1500			15 0	0		0	51 0	0		0	0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00 1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00 1.00	1.00		1.00	1.00
PHF Volume:	12	2297		0 0	1500			15 0	0		0	51 0	0		0	0
Reduct Vol:	0	0		0 0	0			0 0	0		0	0 0	0		0	0
FinalVolume:	12	2297		0 0	1500			15 0	0		0	51 0	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	508	xxxx	xxxx	xxxxx				
Potent Cap.:	447	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	516	xxxx	xxxx	xxxxx				
Move Cap.:	447	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	516	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	102	48	xxxxx	33	47	xxxxx				
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx				
Control Del:	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.7	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*		*	*		*	*	B		*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*		*	*		*	*	*		*	*				
ApproachDel:	xxxxxx			xxxxxx				12.7			xxxxxx					
ApproachLOS:	*			*				B			*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.8]

Street Name: Hollywood Way Driveway 4 - south Future plus Project

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 2	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	8 2279		0	0 1455		10	0	0	34	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8 2279		0	0 1455		10	0	0	34	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8 2279		0	0 1455		10	0	0	34	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
FinalVolume:	8 2279		0	0 1455		10	0	0	34	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	1465 xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	490	xxxx	xxxx	xxxxx		
Potent Cap.:	467 xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	529	xxxx	xxxx	xxxxx		
Move Cap.:	467 xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	529	xxxx	xxxx	xxxxx		
Total Cap:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	107	50	xxxxx	35	50	xxxxx		
Volume/Cap:	0.02 xxxx	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx		
Control Del:	12.8 xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx		
LOS by Move:	B	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:04 Page 3-1

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[11.8]

Street Name:	Building 5/Building 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			1 0 0 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	40	39	0	0	0	175	0	13	136	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	39	0	0	0	175	0	13	136	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	40	39	0	0	0	175	0	13	136	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	40	39	0	0	0	175	0	13	136	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	175	360	xxxx	xxxxx	xxxx	xxxx	xxxxx	175	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	874	600	xxxx	xxxxx	xxxx	xxxx	xxxxx	1414	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	874	568	xxxx	xxxxx	xxxx	xxxx	xxxxx	1414	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.05	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.3	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	A	B	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.3			11.8			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:04 Page 4-1

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.6]

Street Name:	Kenwood Street						Building 6 North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	250	0	3	81	0	0	0	0	0	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	250	0	3	81	0	0	0	0	0	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	250	0	3	81	0	0	0	0	0	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	250	0	3	81	0	0	0	0	0	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	250	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	250
Potent Cap.:	xxxx	xxxx	xxxxx	1327	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	794
Move Cap.:	xxxx	xxxx	xxxxx	1327	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	794
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:04 Page 5-1

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.5]

Street Name:	Kenwood Street						Building 6 North Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	242	3	3	78	0	0	0	0	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	242	3	3	78	0	0	0	0	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	242	3	3	78	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	242	3	3	78	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	245	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	244
Potent Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	800
Move Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	800
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Default  2018 15:00:04                  Page 6-1
------------------------------------------------------------------------------
                          Future Plus Project PM
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #4
******************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: B[ 10.4]
******************************************************************************
Street Name:          Kenwood Street                    Building 5
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5  225     0     0   73     5    20     0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  225     0     0   73     5    20     0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5  225     0     0   73     5    20     0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0    0     0
FinalVolume:    5  225     0     0   73     5    20     0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   78 xxxx xxxxx  xxxx xxxx xxxxx   311 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 1533 xxxx xxxxx  xxxx xxxx xxxxx   686 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   1533 xxxx xxxxx  xxxx xxxx xxxxx   684 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.4           xxxxxx
ApproachLOS:         *                *                B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Default 2018 15:00:04 Page 7-1

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.4]

Street Name:	Kenwood Street						Building 6 South Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	222	3	3	70	0	0	0	0	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	222	3	3	70	0	0	0	0	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	222	3	3	70	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	222	3	3	70	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	225	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	224
Potent Cap.:	xxxx	xxxx	xxxxx	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	821
Move Cap.:	xxxx	xxxx	xxxxx	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	821
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:05 Page 8-1

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.4]

Street Name:	Kenwood Street						Building 6 South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	217	3	3	67	0	0	0	0	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	217	3	3	67	0	0	0	0	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	217	3	3	67	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	217	3	3	67	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	220	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	219
Potent Cap.:	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	826
Move Cap.:	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	826
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:05 Page 9-1

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[12.1]

Street Name:	Kenwood Street						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	51	0	16	40	214	0	0	138	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	51	0	16	40	214	0	0	138	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	51	0	16	40	214	0	0	138	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	51	0	16	40	214	0	0	138	180
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	522	xxxx	228	318	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	519	xxxx	816	1253	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	506	xxxx	816	1253	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	0.02	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.9	xxxx	9.5	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:06 Page 10-1

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[11.9]

Street Name:	Building 3 and 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0 1	0	0
Volume Module:												
Base Vol:	38	0	113	0	0	0	0	253	12	26	280	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	38	0	113	0	0	0	0	253	12	26	280	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	38	0	113	0	0	0	0	253	12	26	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	113	0	0	0	0	253	12	26	280	0
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		
FollowUpTim:	3.5 4.0	3.3	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	591 591	259	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	265	xxxx	xxxxx		
Potent Cap.:	473 422	785	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	1311	xxxx	xxxxx		
Move Cap.:	466 414	785	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	1311	xxxx	xxxxx		
Volume/Cap:	0.08 0.00	0.14	xxxx	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx		
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx		
LOS by Move:	* *	*	*	* *	*	*	*	A	*	*		
Movement:	LT - LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	
Shared Cap.:	xxxx 669	xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx 0.9	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx 11.9	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	* B	*	*	* *	*	*	*	*	*	*		
ApproachDel:	11.9		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 15:00:07 Page 11-1

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[14.9]

Street Name:	Building 6						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1 0	0	0	1 0	1	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	61	0	0	0	366	0	0	306	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	0	0	366	0	0	306	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	0	0	0	366	0	0	306	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	61	0	0	0	366	0	0	306	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	675	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	423	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	423	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Future Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: D[25.0]

Street Name:Building 1 and 3/Retail/Office/Ho Tulare Avenue

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	62	0	96		116	0	57		33	388	6		12	192	68	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	62	0	96		116	0	57		33	388	6		12	192	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	0	96		116	0	57		33	388	6		12	192	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	62	0	96		116	0	57		33	388	6		12	192	68	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	736	741	391		755	710	226		260	xxxx	xxxxx		394	xxxx	xxxxx	
Potent Cap.:	338	347	662		328	361	818		1316	xxxx	xxxxx		1176	xxxx	xxxxx	
Move Cap.:	306	334	662		273	348	818		1316	xxxx	xxxxx		1176	xxxx	xxxxx	
Volume/Cap:	0.20	0.00	0.15		0.43	0.00	0.07		0.03	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx		8.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	454	xxxxx		xxxx	349	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.5	xxxxx		xxxxx	2.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	17.1	xxxxx		xxxxx	25.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	C	*		*	D	*		*	*	*		*	*	*	
ApproachDel:	17.1				25.0				xxxxxx				xxxxxx			
ApproachLOS:	C				D				*				*			

Note: Queue reported is the number of cars per lane.

Default 2018 16:56:35 Page 15-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Weekend Midday

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.1]

Street Name:San Fernando Rd Driveway 1 - nor Future plus Project

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	845	0				0	552	5				7	0	10				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	8	845	0				0	552	5				7	0	10				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	8	845	0				0	552	5				7	0	10				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	8	845	0				0	552	5				7	0	10				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	6.5	6.9	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	557	xxxx	xxxxx	xxxx	xxxx	xxxxx							993	1416	279	xxxx	xxxx	xxxxx						
Potent Cap.:	1024	xxxx	xxxxx	xxxx	xxxx	xxxxx							246	139	725	xxxx	xxxx	xxxxx						
Move Cap.:	1024	xxxx	xxxxx	xxxx	xxxx	xxxxx							244	138	725	xxxx	xxxx	xxxxx						
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							375	258	xxxxx	256	256	xxxxx						
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx							0.02	0.00	0.01	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*							*	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	524	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	B	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									12.1			xxxxxx								
ApproachLOS:	*			*									B			*								

Note: Queue reported is the number of cars per lane.

Default 2018 16:56:35 Page 16-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Weekend Midday

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.1]

Street Name:San Fernando Rd Driveway 2 - sou Future plus Project

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	845	0				0	552	5				7	0	10				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	8	845	0				0	552	5				7	0	10				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	8	845	0				0	552	5				7	0	10				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	8	845	0				0	552	5				7	0	10				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	6.5	6.9	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	557	xxxx	xxxxx	xxxx	xxxx	xxxxx							993	1416	279	xxxx	xxxx	xxxxx						
Potent Cap.:	1024	xxxx	xxxxx	xxxx	xxxx	xxxxx							246	139	725	xxxx	xxxx	xxxxx						
Move Cap.:	1024	xxxx	xxxxx	xxxx	xxxx	xxxxx							244	138	725	xxxx	xxxx	xxxxx						
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							375	258	xxxxx	256	256	xxxxx						
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx							0.02	0.00	0.01	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*							*	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	524	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	B	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									12.1			xxxxxx								
ApproachLOS:	*			*									B			*								

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.3]

Street Name: Hollywood Way Driveway 3 - north Future plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 2	1	0	0	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	11	1434	0	0	1502	14	0	0	21	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	11	1434	0	0	1502	14	0	0	21	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	11	1434	0	0	1502	14	0	0	21	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	11	1434	0	0	1502	14	0	0	21	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1516	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	508	xxxx	xxxx	xxxxx				
Potent Cap.:	446	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	516	xxxx	xxxx	xxxxx				
Move Cap.:	446	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	516	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	125	92	xxxxx	108	89	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	B	*	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx						
ApproachLOS:	*			*			B			*						

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.0]

Street Name: Hollywood Way Driveway 4 - south Future plus Project

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	7	1418		0	0	1483		9	0	0		14	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	7	1418		0	0	1483		9	0	0		14	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	7	1418		0	0	1483		9	0	0		14	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	7	1418		0	0	1483		9	0	0		14	0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	499	xxxx	xxxx	xxxxx				
Potent Cap.:	456	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	522	xxxx	xxxx	xxxxx				
Move Cap.:	456	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	522	xxxx	xxxx	xxxxx				
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	129	96	xxxxx	113	94	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.1	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*		*	*	*		*	B	*		*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	*		*	*	*		*				
ApproachDel:	xxxxxx				xxxxxx				12.1				xxxxxx			
ApproachLOS:	*				*				B				*			

Note: Queue reported is the number of cars per lane.

Default 2018 14:59:29 Page 3-1

Future Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.8]

Street Name:	Building 5/Building 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			1 0 0 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	15	14	0	0	0	149	0	8	136	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	14	0	0	0	149	0	8	136	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	14	0	0	0	149	0	8	136	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	14	0	0	0	149	0	8	136	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	149	310	xxxx	xxxxx	xxxx	xxxx	xxxxx	149	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	903	646	xxxx	xxxxx	xxxx	xxxx	xxxxx	1445	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	903	633	xxxx	xxxxx	xxxx	xxxx	xxxxx	1445	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.1	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	B	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.1			10.8			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

Note: Queue reported is the number of cars per lane.

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Default  2018 14:59:29                  Page 4-1
--------------------------------------------------------------------------------
                     Future Plus Project Weekend Midday
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2
********************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: A[  8.8]
********************************************************************************
Street Name:          Kenwood Street                  Building 6 North
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  107     0     2   71     0     0    0     0     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  107     0     2   71     0     0    0     0     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  107     0     2   71     0     0    0     0     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  107     0     2   71     0     0    0     0     0    0     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   107 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   107
Potent Cap.: xxxx xxxx xxxxx  1497 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   953
Move Cap.:   xxxx xxxx xxxxx  1497 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   953
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   8.8
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.8
ApproachLOS:         *                *                *                A
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Default 2018 14:59:29 Page 5-1

Future Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.8]

Street Name:	Kenwood Street						Building 6 North Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	104	1	2	69	0	0	0	0	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	104	1	2	69	0	0	0	0	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	104	1	2	69	0	0	0	0	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	104	1	2	69	0	0	0	0	0	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	105	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	105
Potent Cap.:	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	956
Move Cap.:	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	956
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.8		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Default  2018 14:59:29                  Page 6-1
--------------------------------------------------------------------------------
                     Future Plus Project Weekend Midday
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4
********************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: A[  9.4]
********************************************************************************
Street Name:          Kenwood Street                    Building 5
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3   96     0     0   66     3     9    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3   96     0     0   66     3     9    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3   96     0     0   66     3     9    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3   96     0     0   66     3     9    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   69 xxxx xxxxx  xxxx xxxx xxxxx   170 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 1545 xxxx xxxxx  xxxx xxxx xxxxx   825 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   1545 xxxx xxxxx  xxxx xxxx xxxxx   824 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.4           xxxxxx
ApproachLOS:         *                *                A                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Default 2018 14:59:29 Page 7-1

Future Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.7]

Street Name:	Kenwood Street						Building 6 South Middle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	96	2	2	64	0	0	0	0	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	2	2	64	0	0	0	0	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	96	2	2	64	0	0	0	0	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	96	2	2	64	0	0	0	0	0	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	97
Potent Cap.:	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	965
Move Cap.:	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	965
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Default 2018 14:59:29 Page 8-1

Future Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.7]

Street Name:	Kenwood Street						Building 6 South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	95	2	2	62	0	0	0	0	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	95	2	2	62	0	0	0	0	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	95	2	2	62	0	0	0	0	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	95	2	2	62	0	0	0	0	0	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	97	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	96
Potent Cap.:	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	966
Move Cap.:	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	966
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Default  2018 14:59:29                  Page 9-1
--------------------------------------------------------------------------------
                     Future Plus Project Weekend Midday
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                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #7
********************************************************************************
Average Delay (sec/veh):      1.7       Worst Case Level Of Service: B[ 10.9]
********************************************************************************
Street Name:          Kenwood Street                   Tulare Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    52    0    10    15  163     0     0  137    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    52    0    10    15  163     0     0  137    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    52    0    10    15  163     0     0  137    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    52    0    10    15  163     0     0  137    82
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   371 xxxx   178   219 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   634 xxxx   870  1362 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   628 xxxx   870  1362 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.08 xxxx  0.01  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx   0.0   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  11.2 xxxx   9.2   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     B    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             10.9           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Default 2018 14:59:29 Page 10-1

Future Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.2]

Street Name:	Building 3 and 4						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0 1	0	0
Volume Module:												
Base Vol:	14	0	42	0	0	0	0	207	8	17	205	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	14	0	42	0	0	0	0	207	8	17	205	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	14	0	42	0	0	0	0	207	8	17	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	42	0	0	0	0	207	8	17	205	0
Critical Gap Module:												
Critical Gp:	6.4 6.5		6.2	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5 4.0		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	450 450		211	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	215	xxxx	xxxxx
Potent Cap.:	571 508		834	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1367	xxxx	xxxxx
Move Cap.:	565 501		834	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1367	xxxx	xxxxx
Volume/Cap:	0.02 0.00		0.05	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 746		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx 0.2		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx 10.2		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Default 2018 14:59:29 Page 11-1

Future Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.8]

Street Name:	Building 6						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1 0	0	0	1 0	1	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	23	0	0	0	249	0	0	222	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	0	0	249	0	0	222	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	0	0	0	249	0	0	222	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	23	0	0	0	249	0	0	222	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	474	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	553	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	553	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Future Plus Project Weekend Midday

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[13.6]

Street Name:	Building 1 and 3/Retail/Office/Ho						Tulare Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0	0	1	1 0	0	1 0
Volume Module:												
Base Vol:	31	0	23	62	0	31	42	228	2	8	165	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	23	62	0	31	42	228	2	8	165	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	23	62	0	31	42	228	2	8	165	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	0	23	62	0	31	42	228	2	8	165	84
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	552	578	229	548	537	207	249	xxxx	xxxxx	230	xxxx	xxxxx
Potent Cap.:	448	430	815	451	453	839	1328	xxxx	xxxxx	1350	xxxx	xxxxx
Move Cap.:	419	414	815	425	436	839	1328	xxxx	xxxxx	1350	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.03	0.15	0.00	0.04	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	528	xxxxx	xxxx	509	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.6	xxxxx	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.6			13.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.