APPENDIX E
Traffic Study

TRAFFIC IMPACT STUDY FOR THE MEDIA STUDIOS OFFICE PROJECT BURBANK, CALIFORNIA

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Prepared for:
The City of Burbank

Ref:
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August 2018

FEHR & PEERS

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FOR THE
MEDIA STUDIOS OFFICE PROJECT

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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 3377 West Empire Avenue, Burbank, California.

PROJECT DESCRIPTION

The project site is located at the 3377 West Empire Avenue in the City of Burbank, and is located adjacent to an existing campus with a proposed parking structure to which it will connect. The project site is bounded by Avon Street to the west, the existing campus to the south and east, and an existing development to the north. The site is currently a vacant lot.

The project proposes the development of a 1.73-acre site with a 160,447 square feet (sf) office building. Primary vehicular access to site will be from Avon Street, with secondary access from a driveway on Empire Avenue and two driveways on Ontario Street that all access the shared subterranean parking structure.

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

STUDY SCOPE

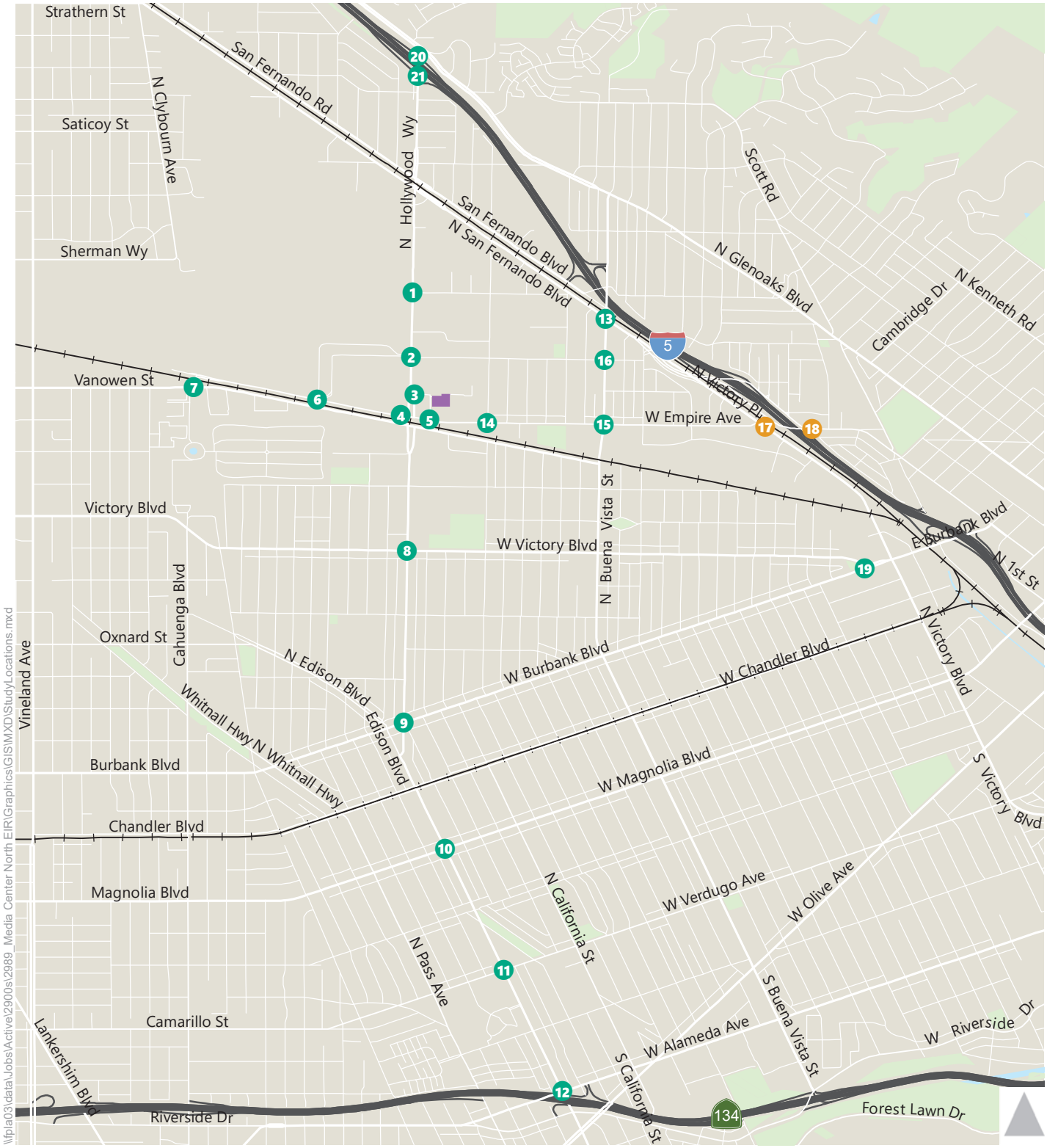
The scope of analysis for this study was developed in conjunction with the City of Burbank staff. The base assumptions, technical methodologies, and geographic coverage of the study were all identified as part of the study approach. The study analyzes 2028 as the future year, the year that the development is expected to be completed. 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.

- 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 (2028) Base Conditions – Future traffic conditions without the proposed project were developed for the year 2028. This analysis projects 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 2028. 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 (2028) 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.



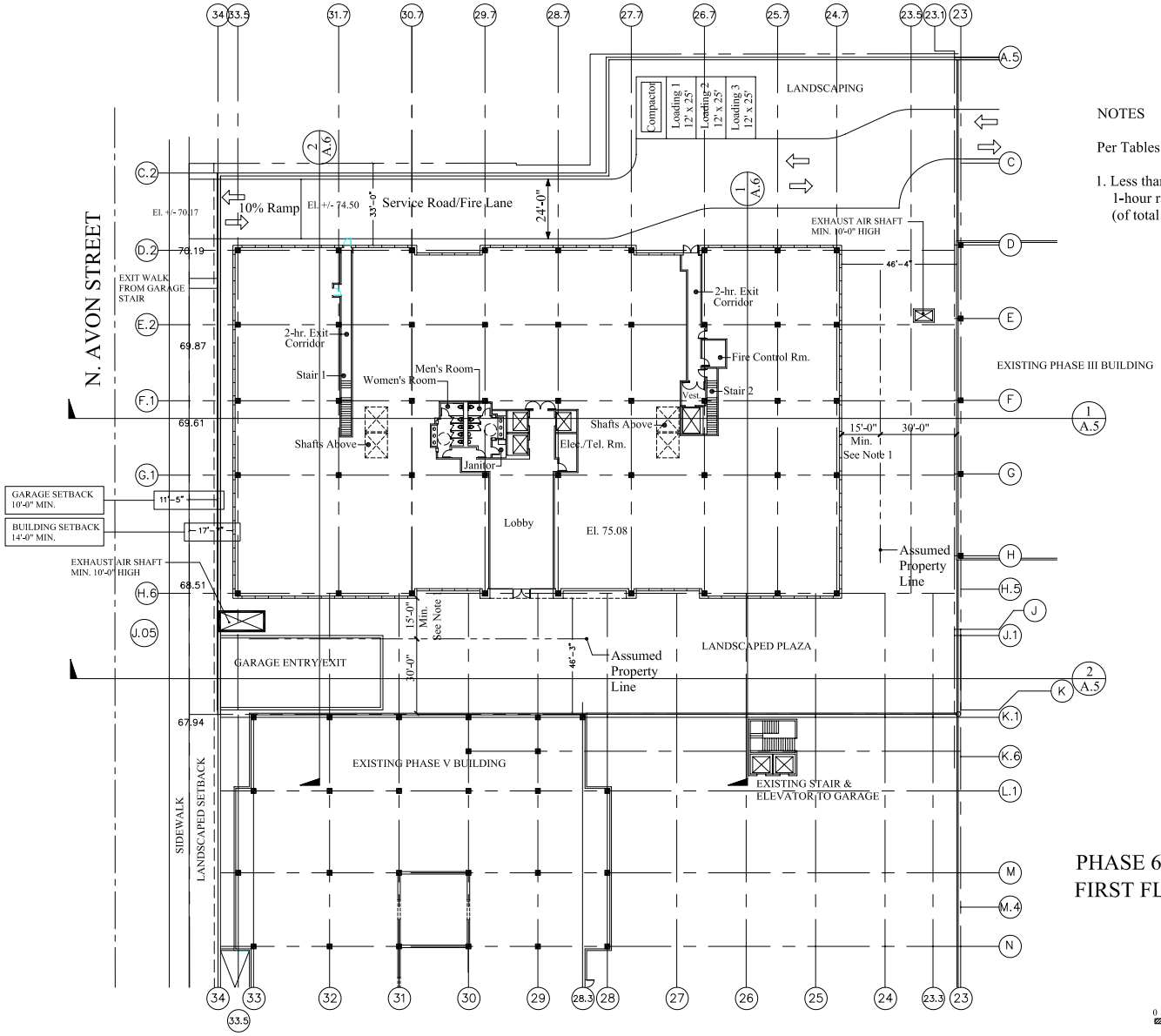
Existing Intersection

Future Intersection

Project Site

Figure 1

Study Locations



NOTES

Per Tables 602 and 705.8:

1. Less than 20'-0" but more than 15'-0" requires 1-hour rated wall and allows a Maximum of 75% (of total wall area) to be unprotected openings.

PHASE 6
FIRST FLOOR/PLAZA PLAN

Figure 2

Site Plan

The Project team and transportation staff of the City of Burbank determined the study area and identified the following 21 intersections and five roadway segments in the vicinity of the proposed development for detailed analysis:

Intersections:

1. North Hollywood Way & Winona Avenue
2. North Hollywood Way & Thornton Avenue
3. North Hollywood Way & North Avon Street
4. North Hollywood Way & West Empire Avenue
5. North Avon Street & West Empire Avenue
6. Bob Hope Airport Drive & West Empire Avenue
7. Empire Avenue & Vanowen Street
8. North Hollywood Way & Victory Boulevard
9. North Hollywood Way & Burbank Boulevard
10. North Hollywood Way & Magnolia Boulevard
11. North Hollywood Way & Verdugo Avenue
12. North Hollywood Way & West Alameda Avenue
13. North Buena Vista Street & North San Fernando Boulevard
14. North Ontario Street & West Empire Avenue
15. North Buena Vista Street & West Empire Avenue
16. North Buena Vista Street & Thornton Avenue
17. *I-5 Southbound (SB) Ramps & West Empire Avenue*
    (not yet constructed; only analyzed in future scenarios)
18. *I-5 Northbound (NB) Ramps & North San Fernando Boulevard/Empire Avenue*
    (not yet constructed; only analyzed in future scenarios)
19. West Burbank Boulevard & Victory Boulevard
20. North Hollywood Way & I-5 NB Ramps
21. North Hollywood Way & I-5 SB Ramps

Roadway Segments:

1. North Hollywood Way between Thornton Avenue and Avon Street
2. Avon Street between North Hollywood Way and the proposed Avon Street Driveway
3. Empire Avenue between Avon Street and the Empire Avenue Driveway
4. Ontario Street between Thornton Avenue and the Northern Ontario Street Driveway
5. Thornton Avenue between North Hollywood Way and Ontario Street

All but three of the analyzed intersections are located wholly in the City of Burbank. The intersection of Empire Avenue & Vanowen Street (Intersection #7) is located on the Burbank-Los Angeles border and the intersections of North Hollywood Way at the I-5 ramps (Intersections #20 and #21) are wholly within the City of Los Angeles. Twenty of the 21 analyzed intersections are signalized. The intersection of North Hollywood Way & I-5 Southbound Ramps (Intersection #21) is stop-controlled.

The locations of the 21 analyzed intersections and five roadway segments 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 nine 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 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 east of Avon Street, north of Empire Avenue, and west of Ontario Street. Access to project site from I-5 is provided by the ramps at Hollywood Way and San Fernando Boulevard, to the northeast. Access from SR-170 is available from 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 2-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 2-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 an east/west secondary arterial that provides two through lanes per direction and is divided by a 2-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 2-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 2-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 2-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 San Fernando Boulevard, but is generally permitted on both sides of the street south of Empire Avenue and north of San Fernando Boulevard.

- Magnolia Boulevard – Magnolia Boulevard is an east/west secondary arterial that provides two through lanes per direction and is divided by a 2-way left-turn lane. On-street parking is generally allowed within the study area.

- Ontario Street – Ontario Street is a 2-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.

- San Fernando Boulevard/San Fernando Road – San Fernando Boulevard 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 (UP)/Metrolink Valley Railroad Line, provides two lanes in each direction and is divided by a 2-way left-turn lane. Parking is generally permitted on the south side of the street only.

- "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.

- Thornton Avenue – Thornton Avenue is classified as an east/west 2-lane neighborhood collector and is divided by a 2-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.

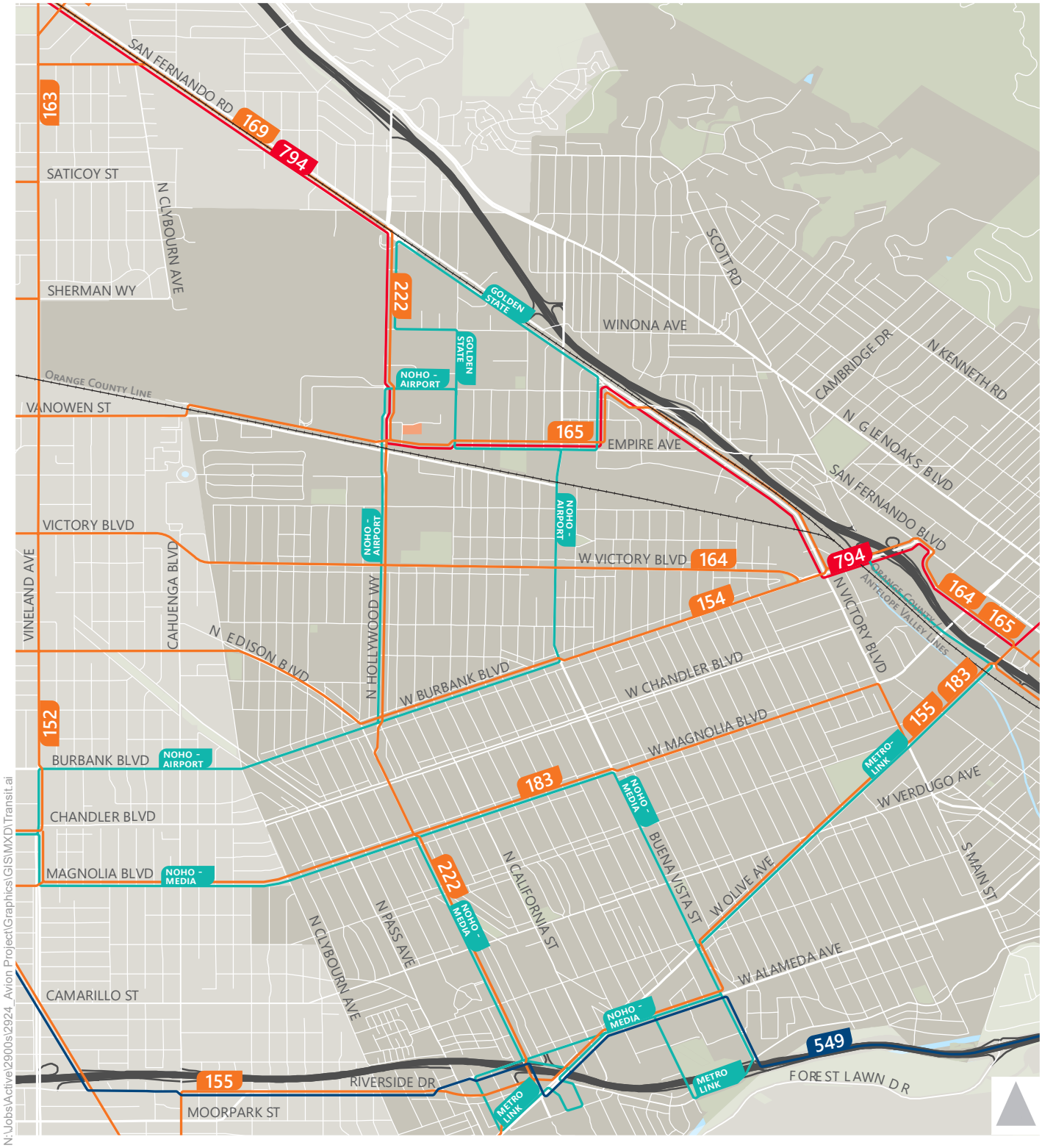
- Vanowen Street – Vanowen Street is classified as an east/west neighborhood collector that provides two lanes in each direction and a 2-way continuous left-turn lane between Buena Vista Street and Hollywood Way, and provides one lane in each direction and a 2-way left-turn lane between Hollywood Way 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 2-way left-turn lane. Class II bicycle lanes are provided between Clybourn Avenue and Victory Boulevard. Parking is generally 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 2-way left-turn lane. Bicycle lanes are provided on between Burbank Boulevard and Clybourn Avenue. Parking is generally allowed on both sides of the street.

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.



Burbank Bus

Metro Local Bus

Metro Rapid Bus

LADOT Commuter Express

Metrolink

Project Site

Figure 3

Existing Transit Service

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 and 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.

- BurbankBus Golden State Circulator – This line begins and ends at the Burbank Airport North Metrolink Station and travels along Hollywood Way, Winona Avenue, Ontario Street, Empire Avenue, Lincoln Street, and San Fernando Boulevard. The Golden State Circulator serves the project at the Empire Avenue & Ontario Street stop. Service is provided on weekdays from 6:00 AM to 6:30 PM. Headways are 15 minutes or less during peak periods.

- 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 15 minutes or less during peak periods.

- 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 15 minutes or less during peak periods.

- 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. Headways are 15 minutes or less during peak periods.

The following lines provide service to the project site with peak period headways longer than 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 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 Boulevard, 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.

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. These transit lines are described below and consist of Metrolink commuter rail, Metro bus 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. 24-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.

The following lines provide service within the study area 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.

- 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 at the intersection of Vineland Avenue & Vanowen Street.

- 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 Boulevard 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.

- 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 through 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 dedicated bicycle infrastructure in the study area, shown in Figure 4. West of the project site, a bicycle lane (Class II facility) is provided along Hollywood Way between Tulare Avenue and Pacific Avenue and along Vanowen Street between Clybourn Avenue and Hollywood Way. There is a bicycle path (Class I facility) northeast of the project site east of I-5 from Buena Vista Street to Landis Street. There is 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, 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 a bike path along San Fernando Boulevard. The proposed facilities come from the City of Los Angeles' *Mobility Plan 2035*, the City of Burbank's Bicycle Master Plan, and Metro's Active Transportation Strategic Plan.

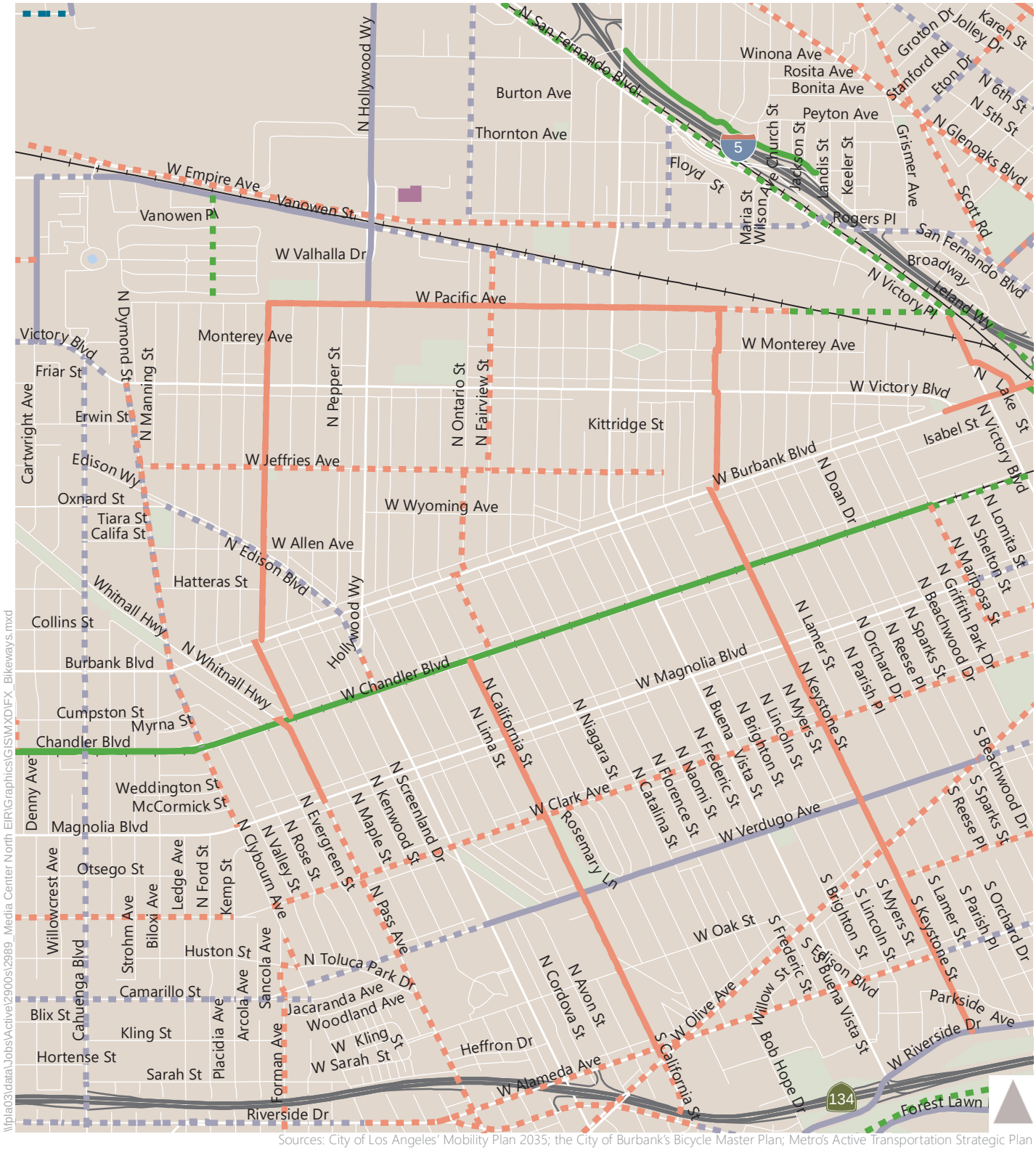
EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

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 21 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. 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. Weekday counts were averaged to determine volumes for weekday existing conditions. The first set of counts were collected between January 24 and 26, 2017. For all but one location, the second set of counts was collected on April 6, 2017. Due to an error recording the second set of counts, the counts used in the analysis for Empire Avenue & Vanowen Street were recollected on May 16, 2017. Detailed count sheets with dates are included in Appendix A. Counts were validated by Burbank staff. During the count periods, there were long-term closures and detours associated with the Caltrans I-5 HOV/Empire Avenue Interchange Project and temporary lane configuration changes at Intersection #13: Buena Vista Street & San Fernando Boulevard (Figure 5). Chapter 4, provides a description of the way in which the impacted counts were adjusted to develop future year forecasts.



Sources: City of Los Angeles' Mobility Plan 2035; the City of Burbank's Bicycle Master Plan; Metro's Active Transportation Strategic Plan

Project Site

Existing Bikeways

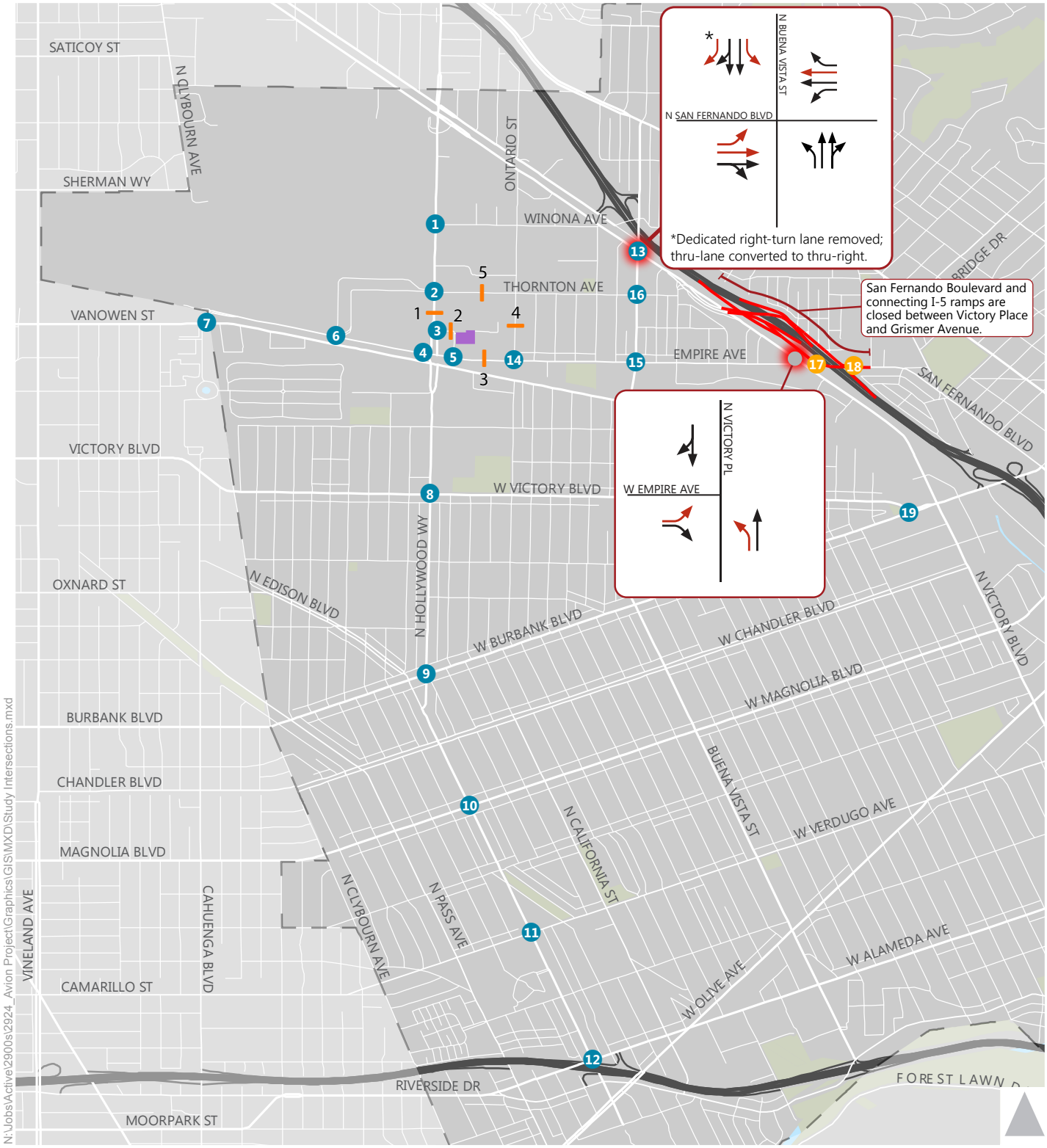
- Existing Bike Path
- Existing Bike Lane
- Existing Bike Route
- Existing Cycle Track

Proposed Bikeways

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

Figure 4

Existing & Proposed Bikeways



Road/Ramp Closure

Turning Movement Restriction (Temporary)

Existing Intersection

Future Intersection

Study Segment

Project Site

City of Burbank Boundary

Figure 5

Changes to Circulation Resulting from I-5 Freeway Project

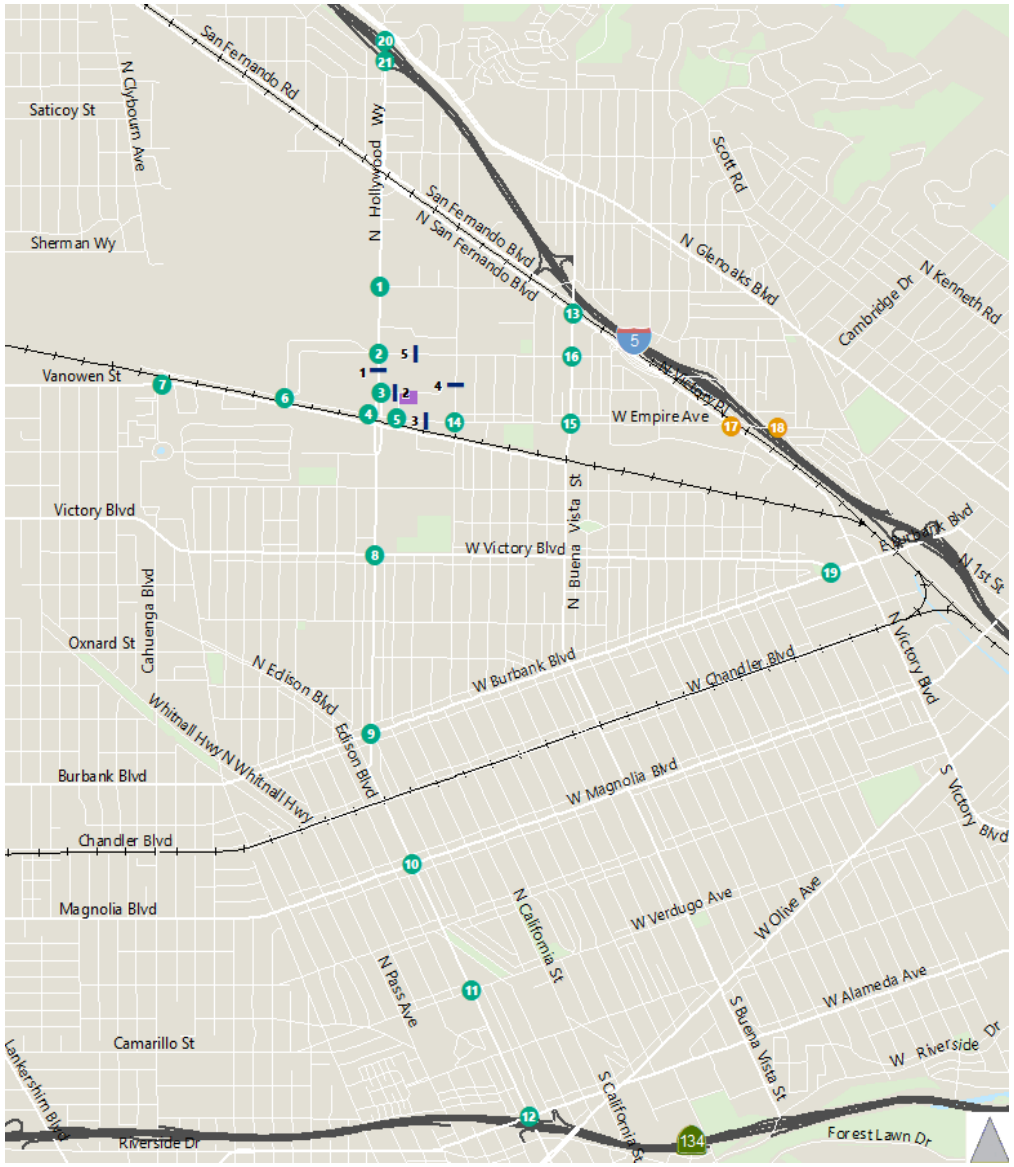
The weekday traffic volumes and lane configurations presented on Figure 6 represent the existing 2017 conditions during the time of the counts including temporary lane closures at Intersection #13: Buena Vista Street & San Fernando Boulevard. Local schools were in session on the days of the counts.

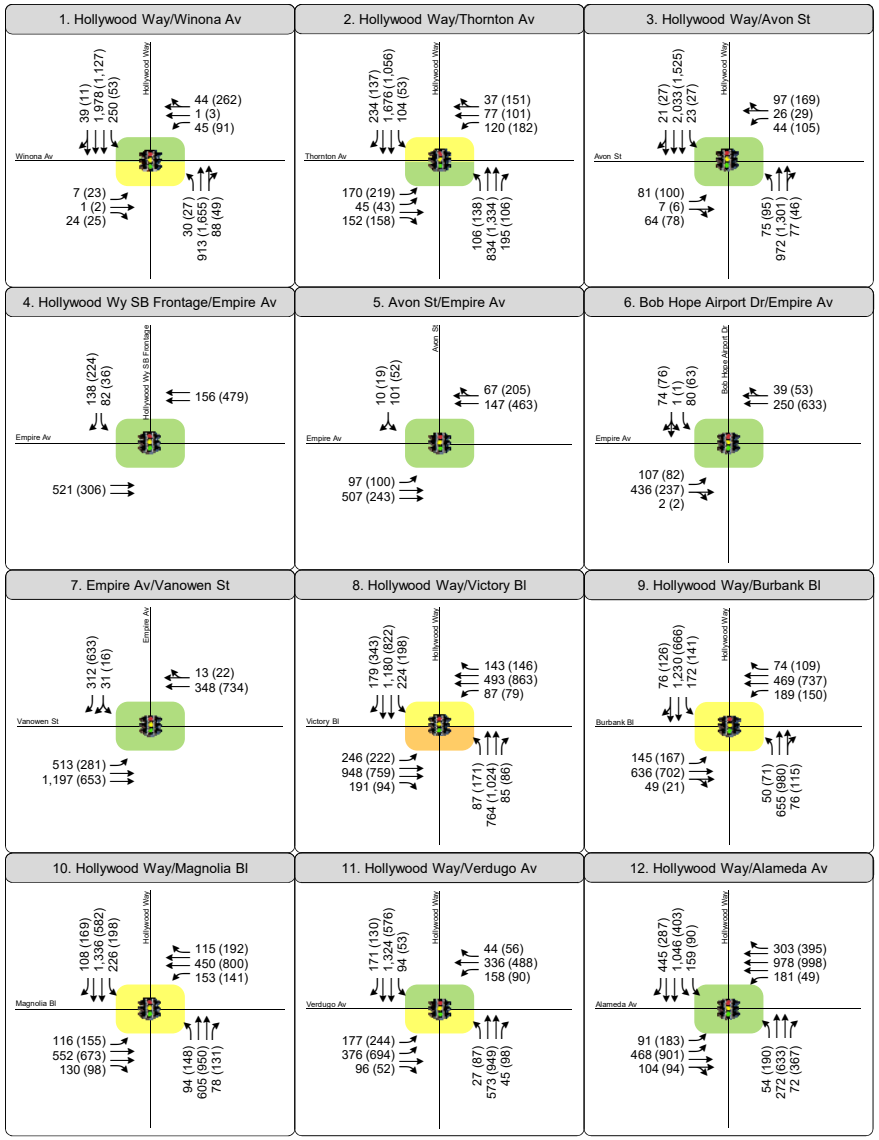
Intersection Level of Service Methodology

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.

The study intersections within 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. The majority of the study intersections are entirely within the City of Burbank. Two study intersections are entirely within the City of Los Angeles – Hollywood Way & I-5 Northbound Ramps (Intersection #20) and Hollywood Way & I-5 Southbound Ramps (Intersection #2). The intersection of Empire Avenue at Vanowen Street (Intersection #7) was analyzed under both City of Burbank and City of Los Angeles policies and procedures since it is on the border of the two cities. The remaining intersections are located entirely within the City of Burbank.

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.





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

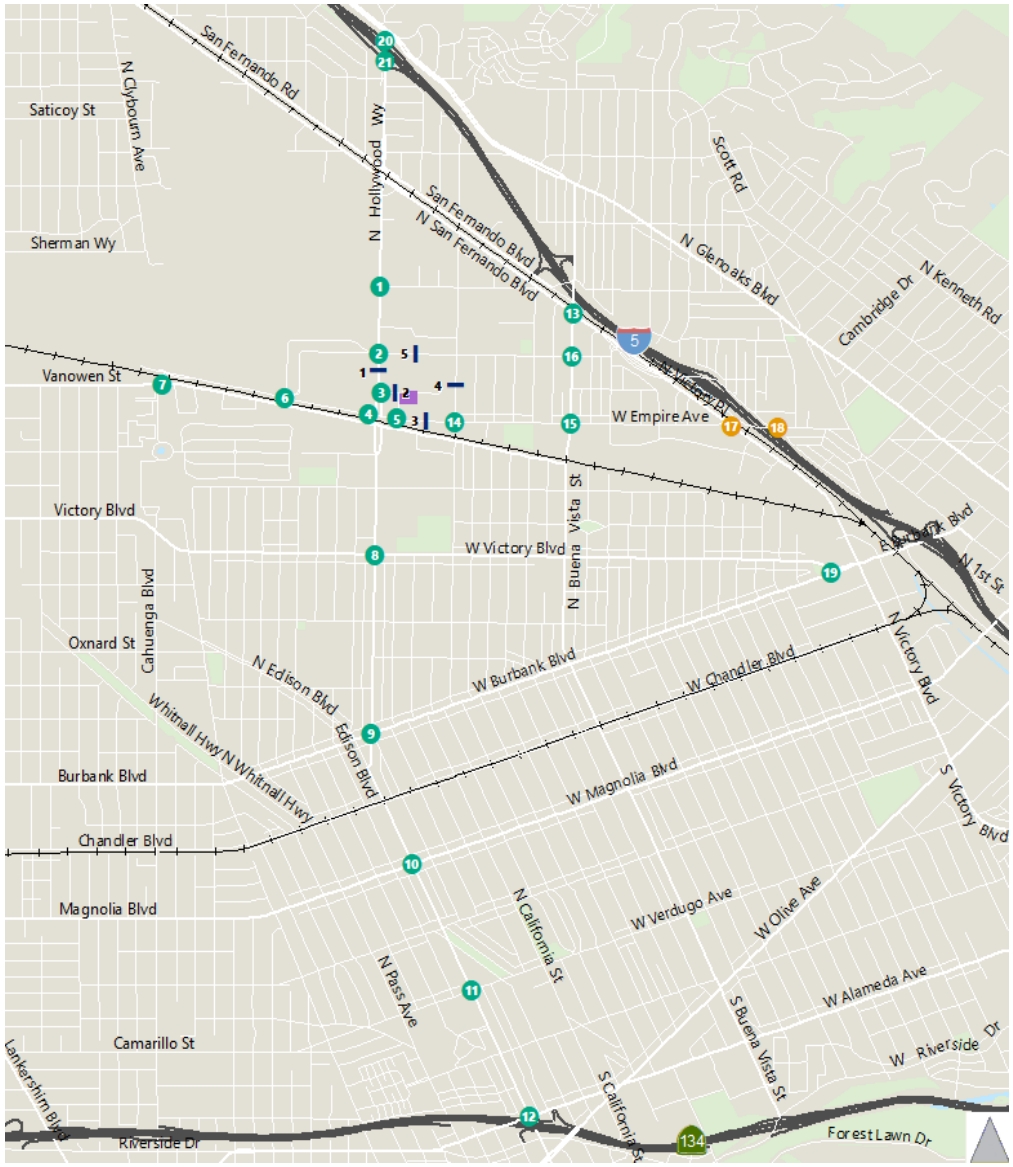
AM (PM) Volumes

Level of Service

AM PM | A-C | D | E | F

Figure 6

Peak Hour Volumes and Lane Configurations
Existing (2017) Volumes - AM (PM)



Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

AM (PM) Volumes

Level of Service

AM PM | A-C | D | E | F

Figure 6

Peak Hour Volumes and Lane Configurations
Existing (2017) Volumes - AM (PM)

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.

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).

The City of Burbank's timing and interconnected network of signals on major corridors provides improved signal coordination that allows for increased traffic flow. Within the study area, this system is in place along Hollywood Way, Buena Vista Street, Victory Boulevard, and Burbank Avenue. A 0.02 V/C reduction was applied in locations where the network is active.

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. The two signalized study intersections within the City of Los Angeles 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.

The stop-controlled intersection in the City of Los Angeles was 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.

The unsignalized intersection in the City of Los Angeles is Intersection #21: North Hollywood Way & I-5 SB Ramps. Traffic signal warrant analysis was conducted for this location and is presented in Chapter 5.

LOS worksheets are included in Appendix B. Signal warrant analysis for unsignalized intersections located in the City of Los Angeles are located in Appendix E.

Existing Intersection Levels of Service

The traffic volumes presented on Figure 6 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 study intersections. Table 2 summarizes the existing plus project LOS for the 20 signalized study intersections. Detailed intersection traffic analysis LOS calculations are provided in Appendix B.

As indicated in Table 2, one of the study intersections is 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 study intersection that currently operates at poor conditions during at least one of the analyzed peak hours under the existing conditions scenario is Intersection #8: North Hollywood Way & West Victory Boulevard.

TABLE 2
EXISTING (2017) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION [a]	Jurisdiction [b,c]	PEAK HOUR	Existing (2017)	
				V/C	LOS
1	Hollywood Wy & Winona Av	Burbank	AM	0.564	A
			PM	0.819	D
2	Hollywood Wy & Thornton Av	Burbank	AM	0.867	D
			PM	0.756	C
3	Hollywood Wy & Avon St	Burbank	AM	0.663	B
			PM	0.687	B
4	Hollywood Wy SB Frontage & Empire Av	Burbank	AM	0.266	A
			PM	0.309	A
5	Avon St & Empire Av	Burbank	AM	0.256	A
			PM	0.354	A
6	Bob Hope Airport Dr & Empire Av	Burbank	AM	0.365	A
			PM	0.368	A
7	Empire Av & Vanowen St	Burbank	AM	0.740	C
			PM	0.772	C
		Los Angeles	AM	0.509	A
			PM	0.592	A
8	Hollywood Wy & Victory Bl	Burbank	AM	0.883	D
			PM	0.972	E
9	Hollywood Wy & Burbank Bl	Burbank	AM	0.880	D
			PM	0.873	D
10	Hollywood Wy & Magnolia Bl	Burbank	AM	0.849	D
			PM	0.876	D
11	Hollywood Wy & Verdugo Av	Burbank	AM	0.772	C
			PM	0.840	D
12	Hollywood Wy & Alameda Av	Burbank	AM	0.744	C
			PM	0.669	B
13	Buena Vista St & San Fernando Bl	Burbank	AM	0.839	D
			PM	0.682	B
14	Ontario St & Empire Av	Burbank	AM	0.264	A
			PM	0.285	A
15	Buena Vista St & Empire Av	Burbank	AM	0.551	A
			PM	0.625	B
16	N Buena Vista St & Thorton Av	Burbank	AM	0.541	A
			PM	0.581	A
17	I-5 SB Ramps & Empire Av	Burbank/Caltrans	AM	Future Intersection	
			PM		
18	I-5 NB Ramps & Empire Av	Burbank/Caltrans	AM	Future Intersection	
			PM		
19	Victory Bl & Burbank Bl	Burbank	AM	0.719	C
			PM	0.798	C
20	Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.490	A
			PM	0.459	A

Notes:
Volumes are the average of two sets of January 2017 and April 2017 weekday counts
[a] All intersections shown are signalized
[b] 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
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
[c] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

3. TRAFFIC PROJECTIONS

PROJECT TRAFFIC

The development of traffic generation estimates for the proposed project involves the use of a 3-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 160,447 sf of office space in addition to the existing 622,553 sf of office space already constructed. 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 office space, the ITE trip generation equations were used instead of the linear trip generation rate as recommended by ITE for the office land use at this scale. The net new number of trips was estimated by subtracting the existing office trip estimates from the proposed total (783,000 sf) office trips to represent the incremental addition of project trips to the existing 622,553 sf of office campus.

The proposed project would generate approximately 903 net daily trips, including 149 and 162 trips in the AM and PM peak hours, respectively. Table 3 shows the trip generation for the project.

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, consultation with city staff, prior traffic studies, and local street network/land uses were used to develop the project trip distribution. The distribution pattern illustrated in Figure 7 was applied for project traffic, under both existing and future conditions. The project traffic distribution assumed the following breakdown:

- North 25%
  - North Local: 5%
  - I-5 North: 20%
- South 30%
  - South local: 10%
  - South I-5: 20%
- West 25%
  - West local: 20%
  - West SR-134: 5%
- East 20%
  - East local: 10%
  - East SR-134 via local streets: 5%
  - East SR-134 via I-5 South: 5%

Please note a total of 25% of project trips use the I-5 ramps near the project. However, it is estimated that 5% of those trips will eventually travel east on SR-134 and 20% will continue south on I-5.

TABLE 3
PROJECT TRIP GENERATION ESTIMATES

	ITE Land Use Code	Size	Trip Generation Rates [a]				Estimated Trip Generation						
			AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour Trips			PM Peak Hour Trips		
			% In	% Out	% In	% Out	Trips	In	Out	Total	In	Out	Total
General Office Building (Existing)	710	622.553 ksf	88%	12%	17%	83%	5,270	727	99	826	132	644	776
Transit Credit [b]			*10%*	*10%*	*10%*	*10%*	*(527)*	*(73)*	*(10)*	*(83)*	*(13)*	*(64)*	*(77)*
Net External Trips							4,743	654	89	743	119	580	699
General Office Building (Proposed)	710	783.000 ksf	88%	12%	17%	83%	6,273	874	119	993	162	793	955
Transit Credit [b]			*10%*	*10%*	*10%*	*10%*	*(627)*	*(87)*	*(12)*	*(99)*	*(16)*	*(79)*	*(95)*
Net External Trips							5,646	787	107	894	146	714	860
Net New Project Trips		160.447 ksf					1,003	147	19	166	30	150	180
Transit Credit [b]			*10%*	*10%*	*10%*	*10%*	*(100)*	*(15)*	*(2)*	*(17)*	*(3)*	*(15)*	*(18)*
Net New External Project Trips							**903**	**132**	**17**	**149**	**27**	**135**	**162**

Notes:

[a]: Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition, 2012

ITE General Office trip generation equations used rather than trip generation rate:

- Daily: Ln(T) = 0.76 * Ln(X) + 3.68, where T = trips, X = area in ksf
- AM Peak Hour: Ln(T) = 0.80 * Ln(X) + 1.57, where T = trips, X = area in ksf
- PM Peak Hour: T = 1.12*(X) + 78.45, where T = trips, X = area in ksf

[b]: A transit credit is to be considered reasonable given the location of the site near major transit stations

[c]: A pass-by credit to be considered reasonable if the location of the site is near major thoroughfares.

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 I-5 at Empire Avenue. The street closures assumed in the Existing plus Project traffic assignment are shown on Figure 5.

Driveway Redistribution

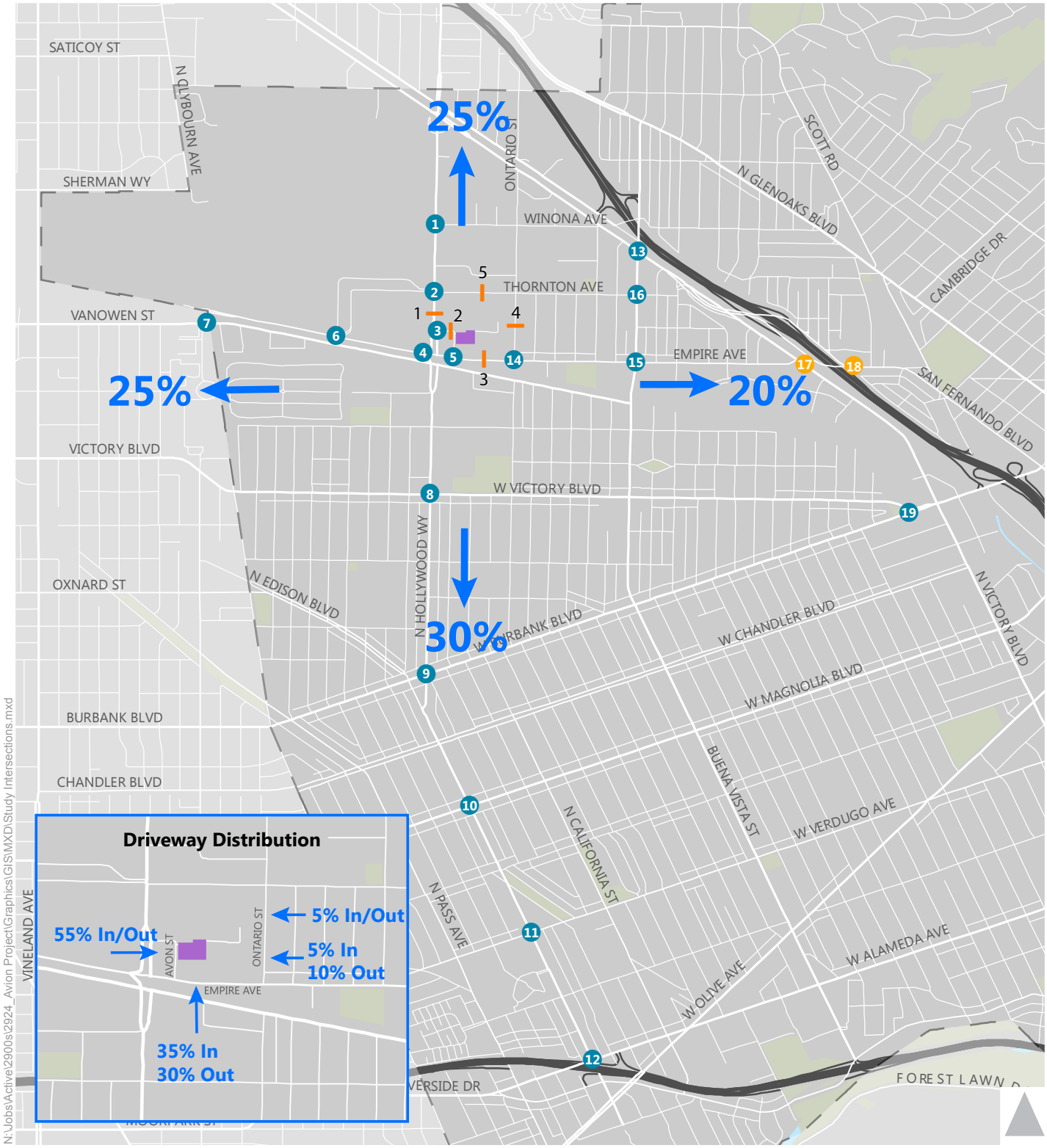
Since the proposed driveway on Avon Street will connect to the existing parking garage and three existing driveways on Empire Avenue and Ontario Street, it is assumed that some of the existing traffic will use the proposed driveway on Avon Street based on more convenient access from their direction of arrival and departure to the site. The assumed shifts in the existing traffic (not including proposed project traffic) are shown on Figure 9.

Existing plus Project Traffic Conditions

This section presents the Existing plus Project traffic volumes and the resulting level of service conditions at each of the study intersections. Detailed intersection traffic analysis LOS calculations are provided in Appendix B.

Intersection Traffic Volumes and Level of Service

The peak hour project traffic estimated in Table 3 was added to the existing (Year 2017) traffic volumes to estimate Existing plus Project traffic volumes. Existing plus Project traffic volumes presented in Figure 10 were analyzed to determine the projected V/C ratios or delay and LOS for each of the analyzed intersections under this scenario. Table 4 summarizes the Existing plus Project LOS for study intersections. As indicated in Table 4, one intersection is projected to operate at LOS E or F during either peak hour, Intersection #8: North Hollywood Way & West Victory Boulevard.



Existing Intersection

Future Intersection

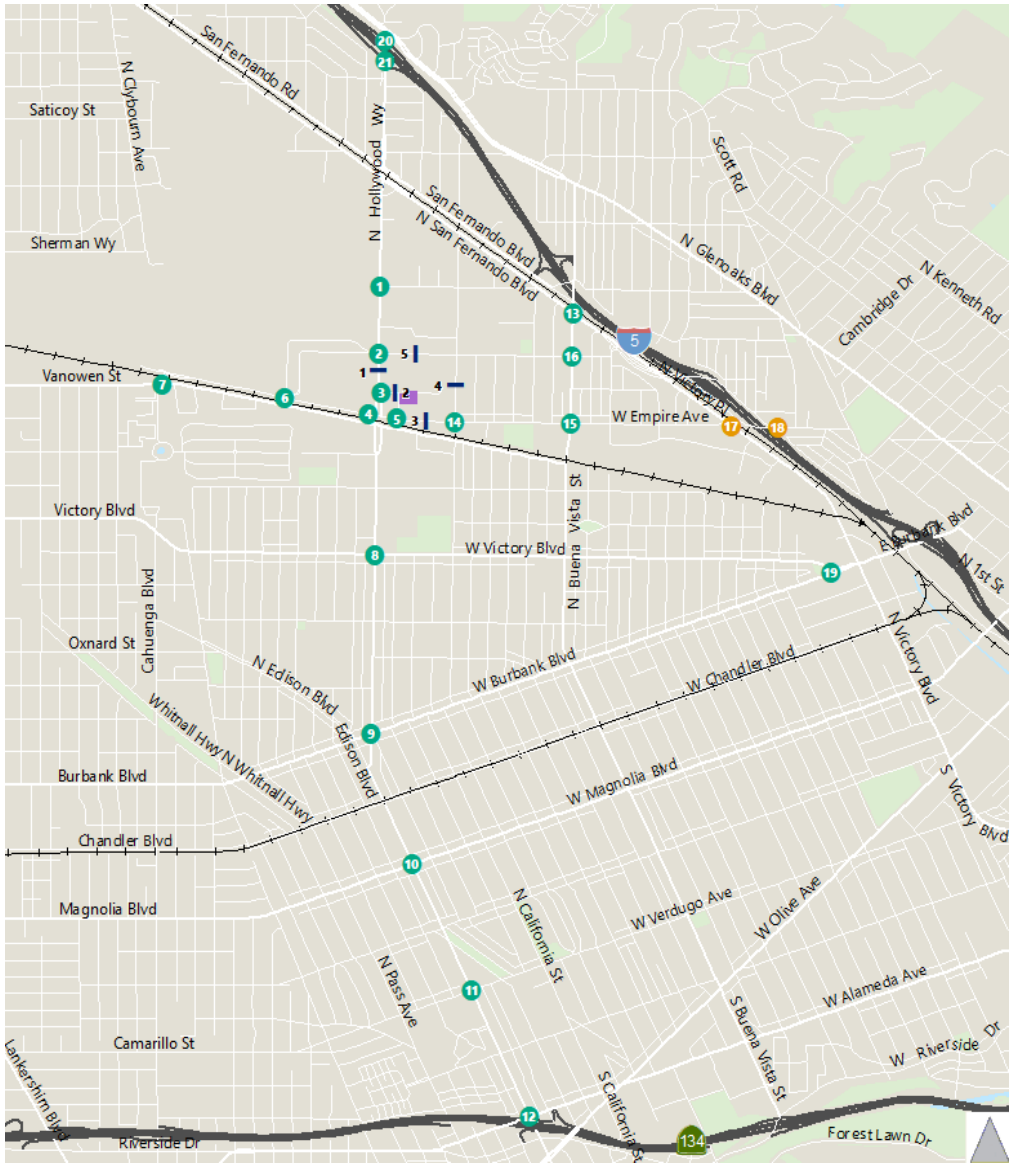
Study Segment

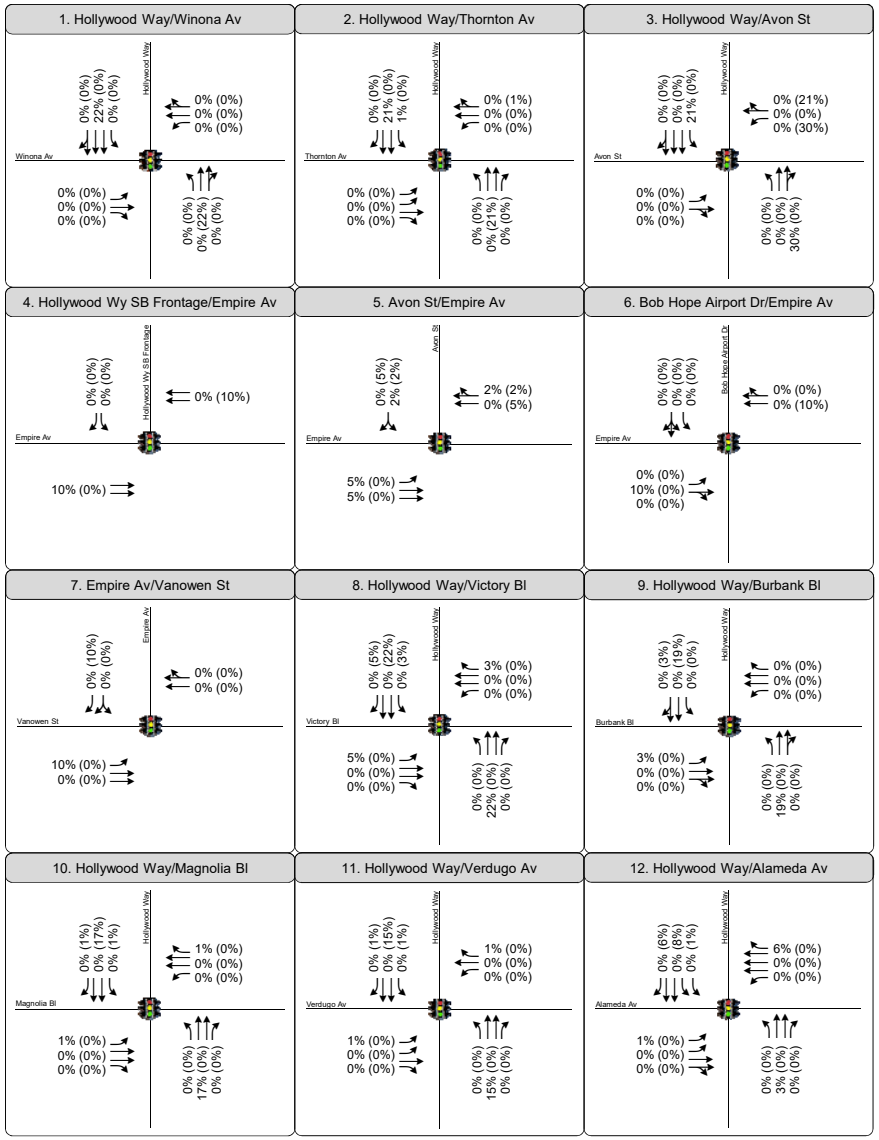
Project Site

City of Burbank Boundary

Figure 7A

Project Trip Distribution





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

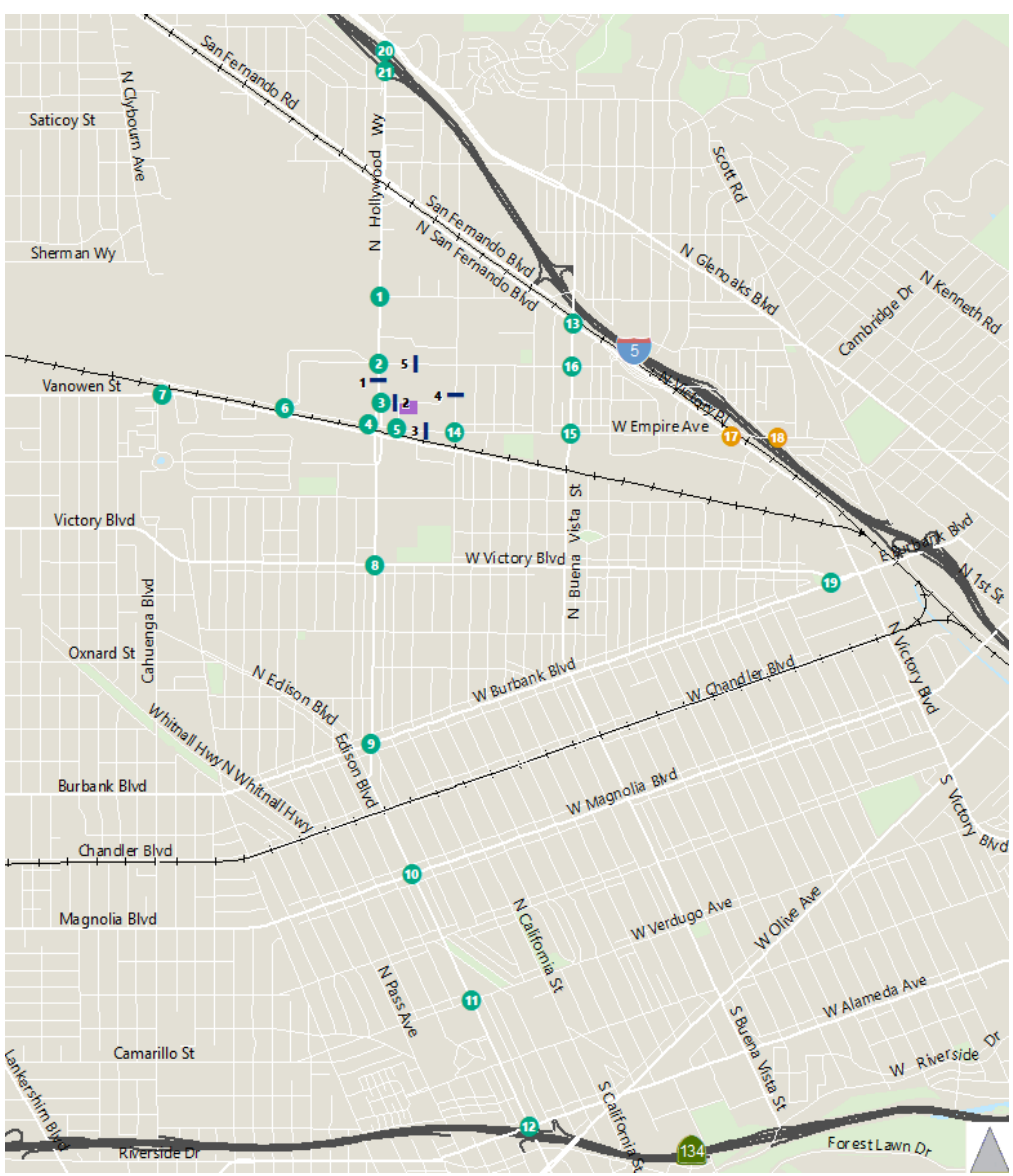
AM (PM) Volumes

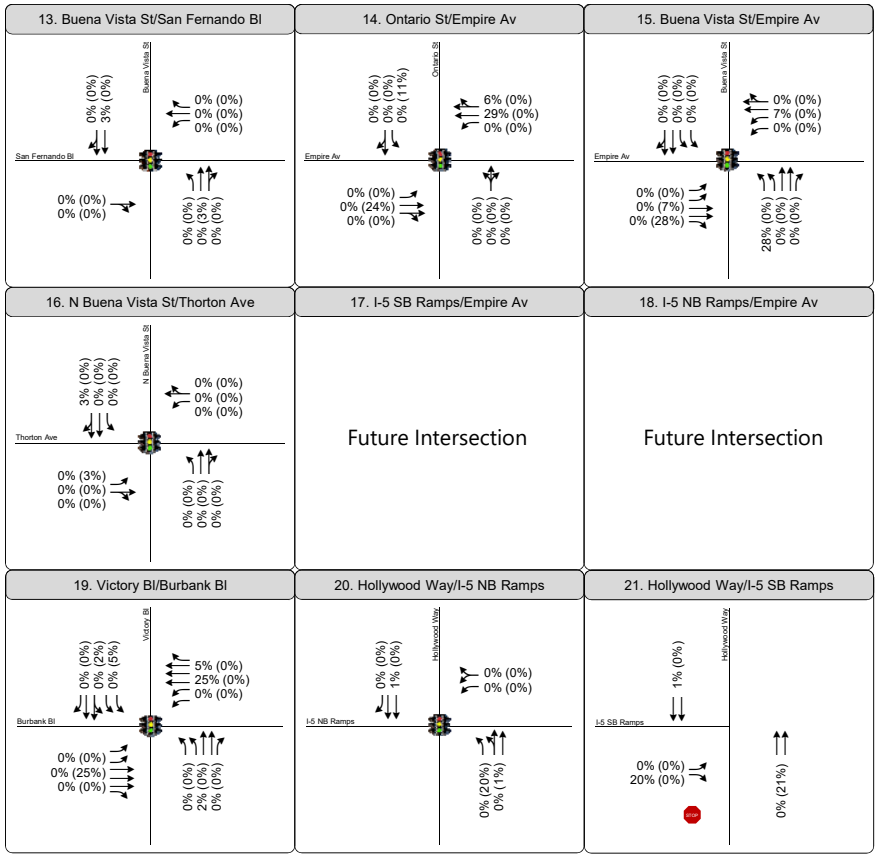
Level of Service

AM PM | A-C | D | E | F

Figure 7B

Peak Hour Volumes and Lane Configurations
Existing Year Trip Distribution Percent - IN (OUT)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

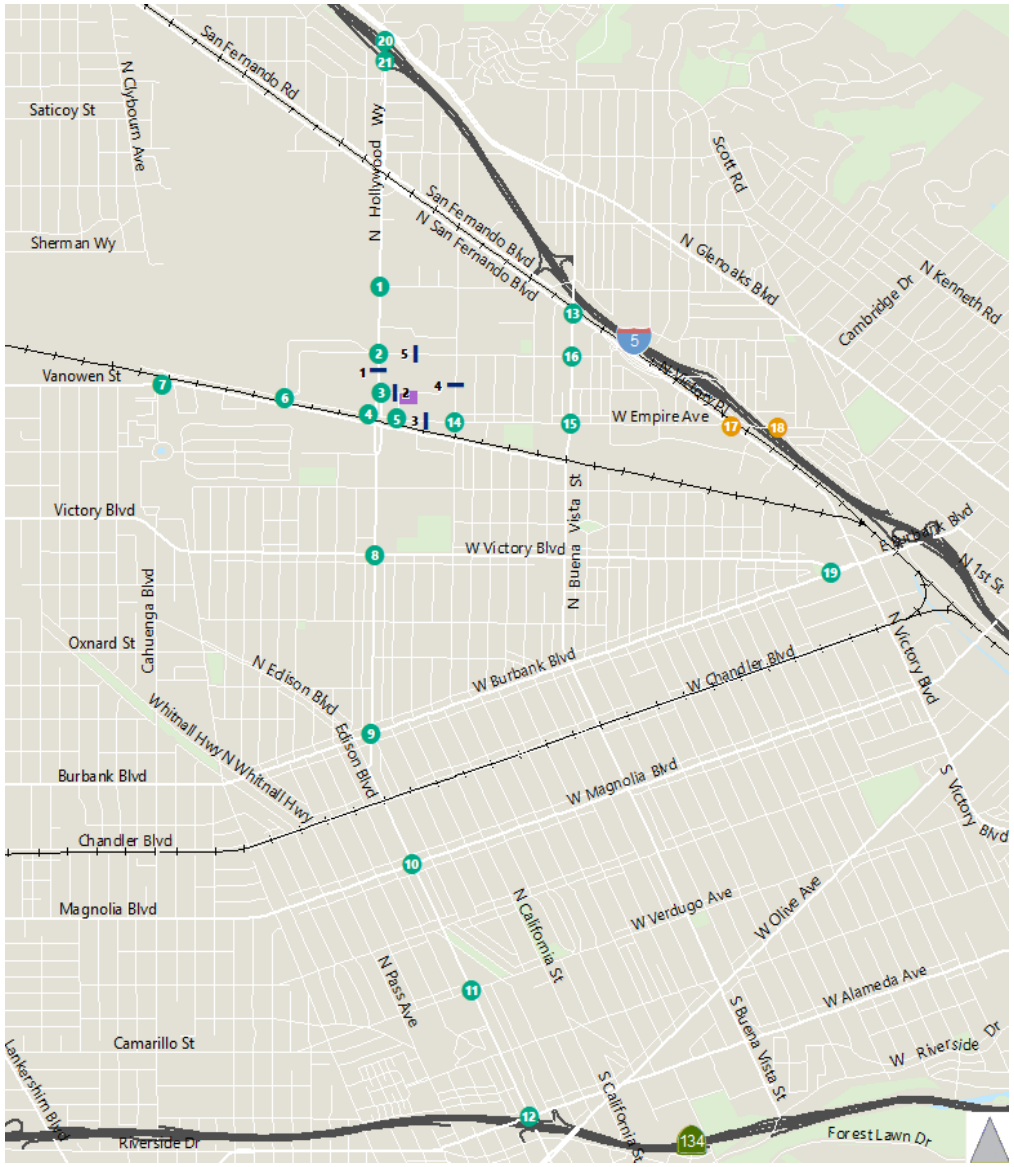
AM (PM) Volumes

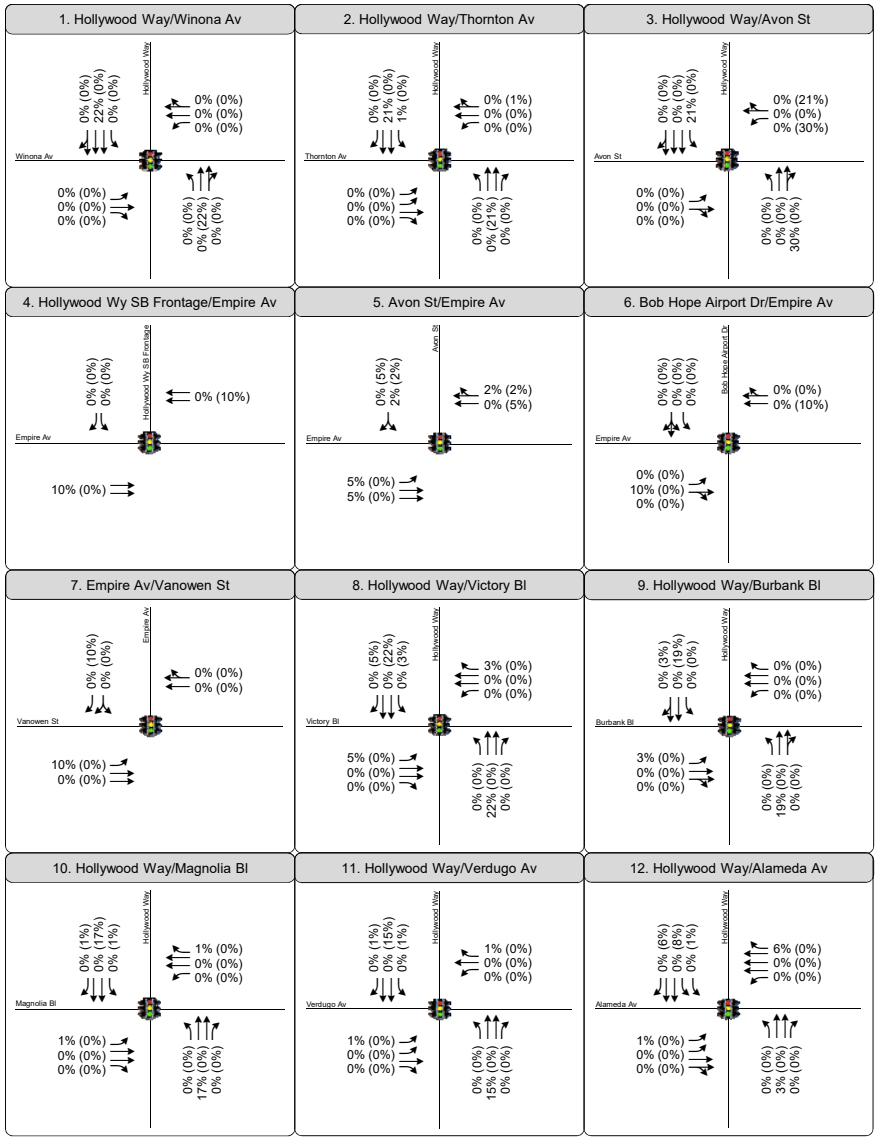
Level of Service

AM PM | A-C | D | E | F

Figure 7B

Peak Hour Volumes and Lane Configurations
Existing Year Trip Distribution Percent - IN (OUT)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

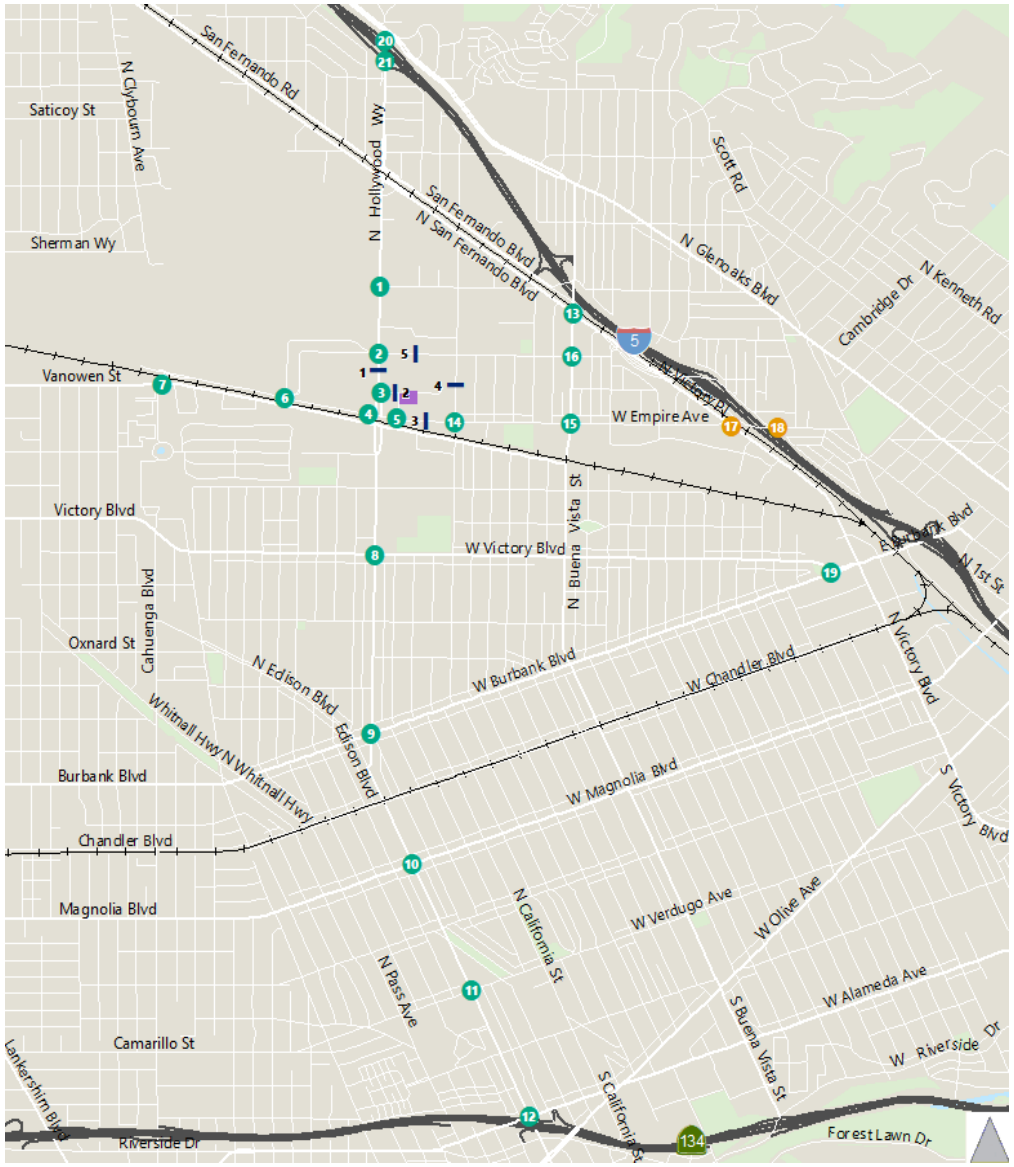
AM (PM) Volumes

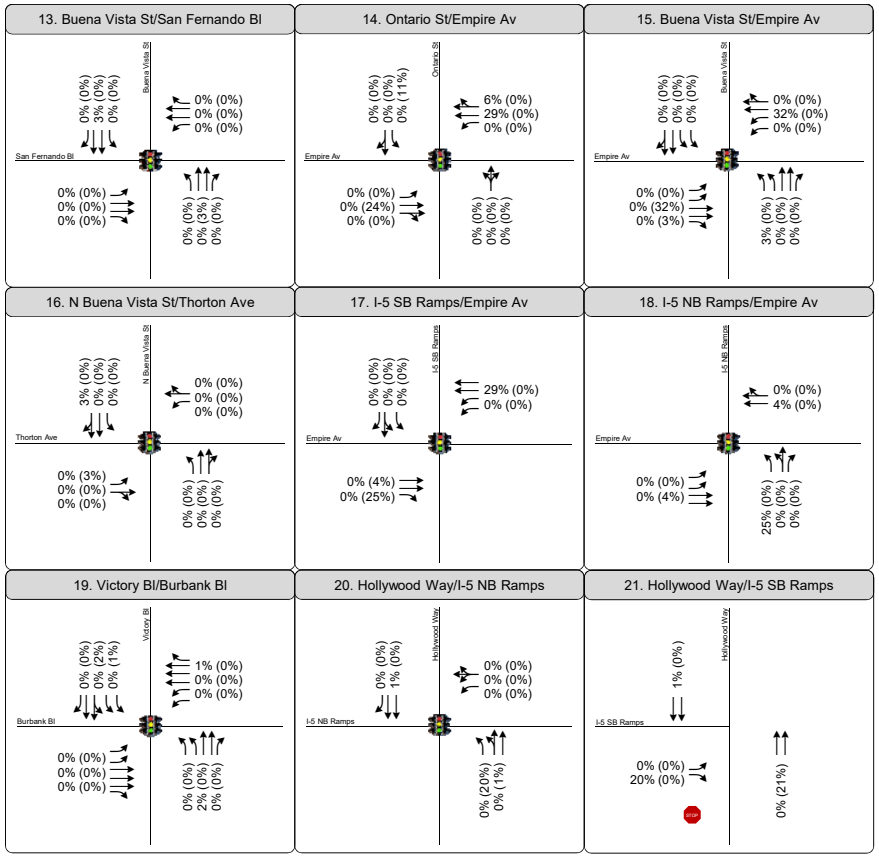
Level of Service

AM PM | A-C | D | E | F

Figure 7C

Peak Hour Volumes and Lane Configurations
Future Year Trip Distribution Percent - IN (OUT)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

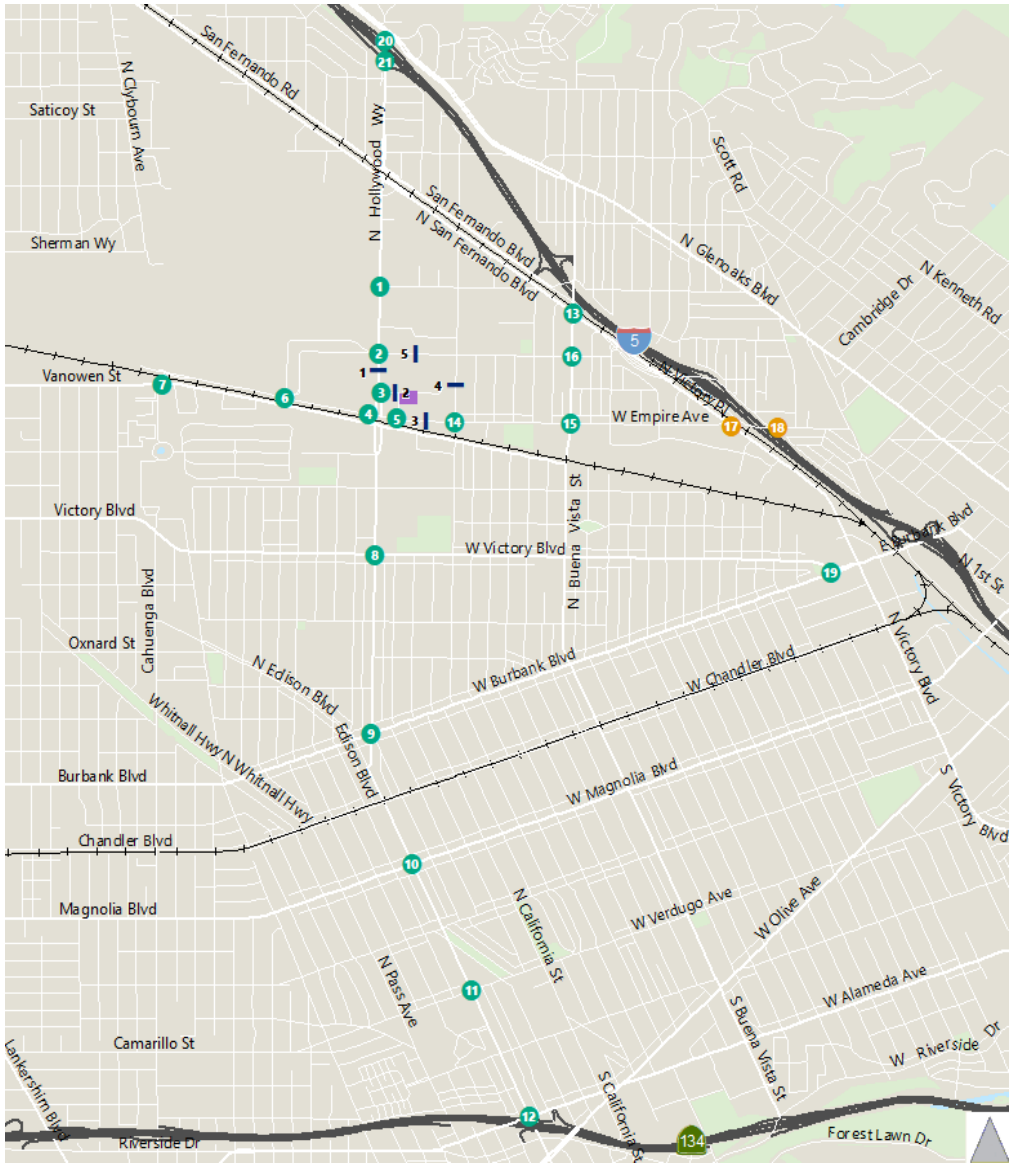
AM (PM) Volumes

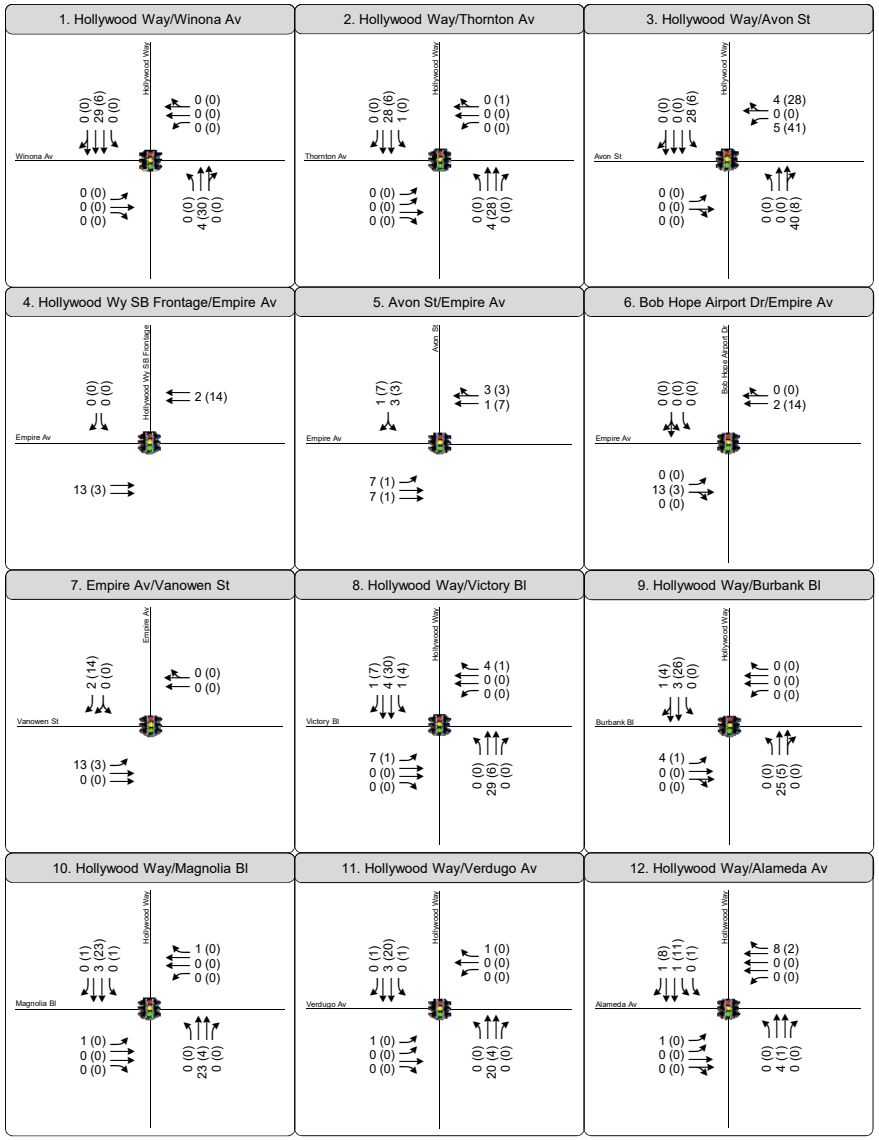
Level of Service

AM PM | A-C | D | E | F

Figure 7C

Peak Hour Volumes and Lane Configurations
Future Year Trip Distribution Percent - IN (OUT)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

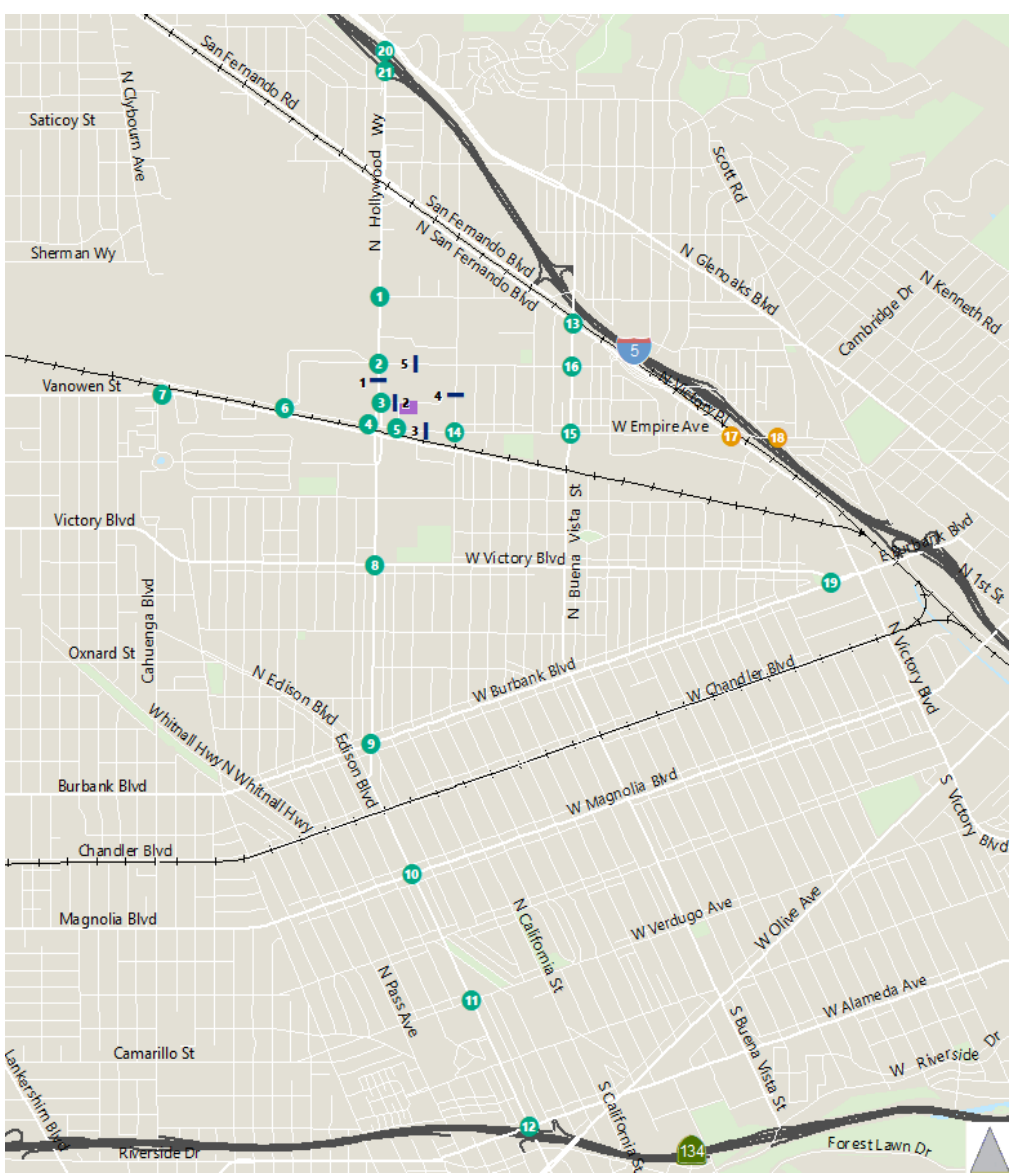
AM (PM) Volumes

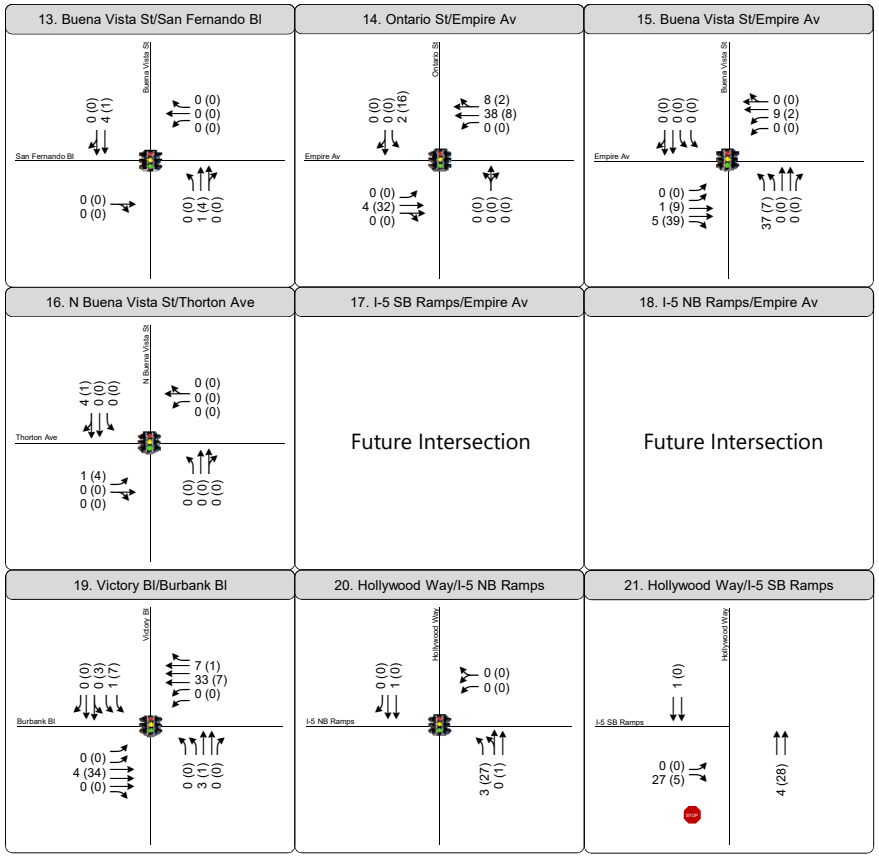
Level of Service

AM PM | A-C | D | E | F

Figure 8A

Peak Hour Volumes and Lane Configurations
Existing Project Only - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

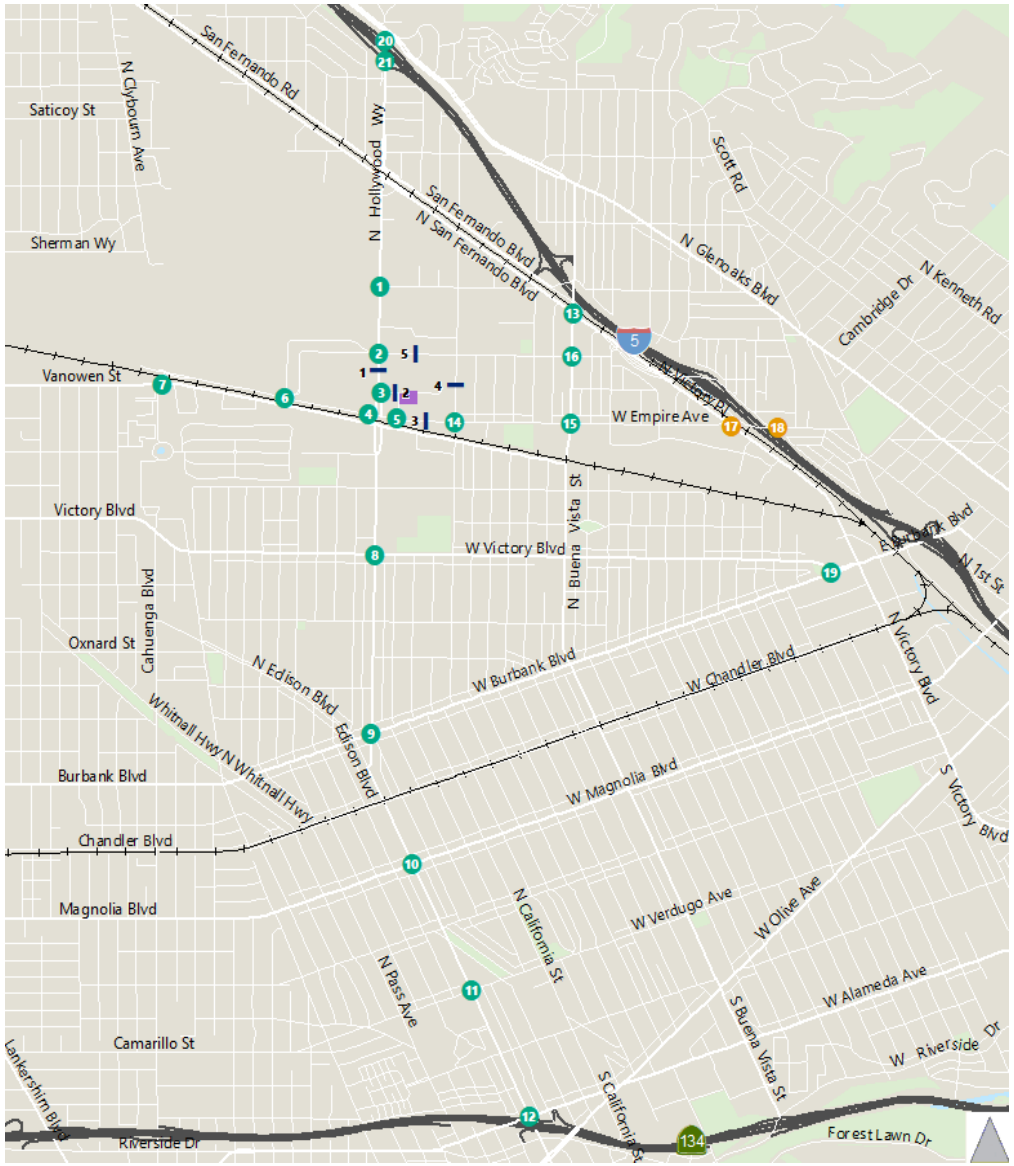
AM (PM) Volumes

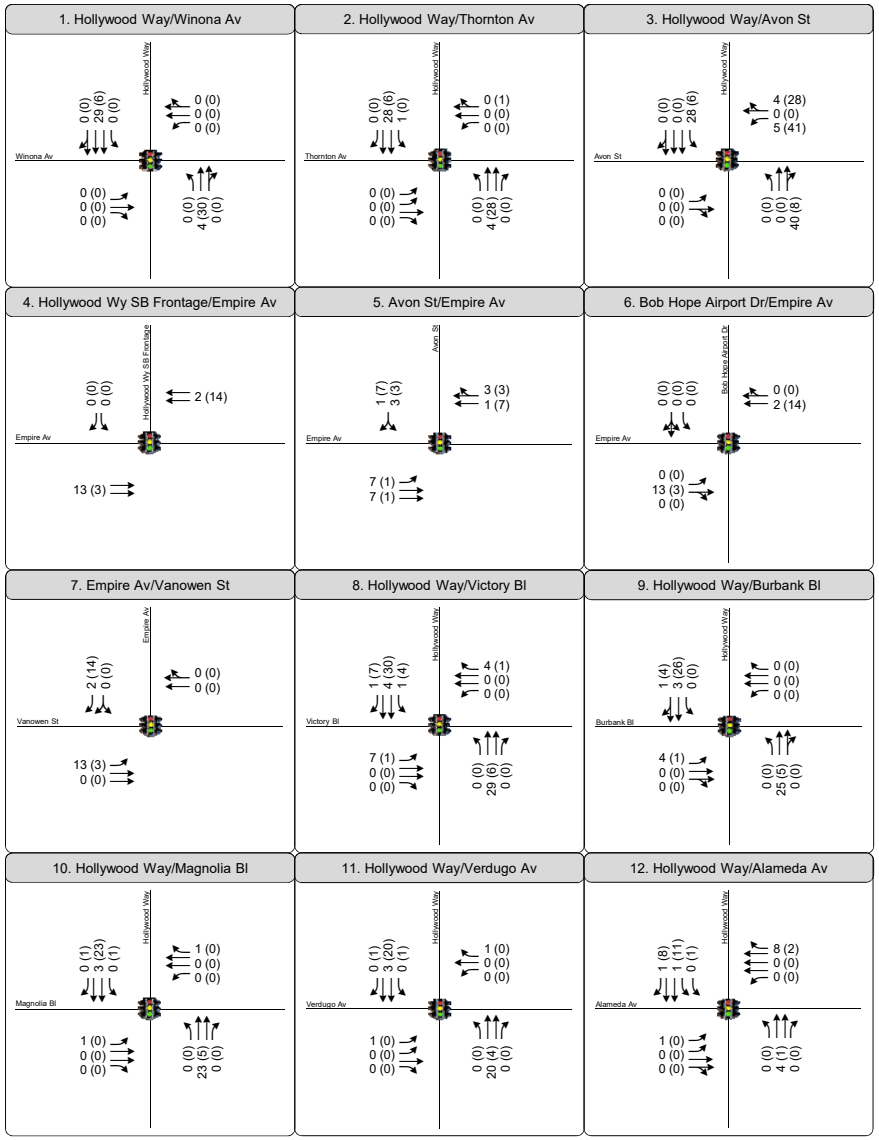
Level of Service

AM PM | A-C | D | E | F

Figure 8A

Peak Hour Volumes and Lane Configurations
Existing Project Only - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

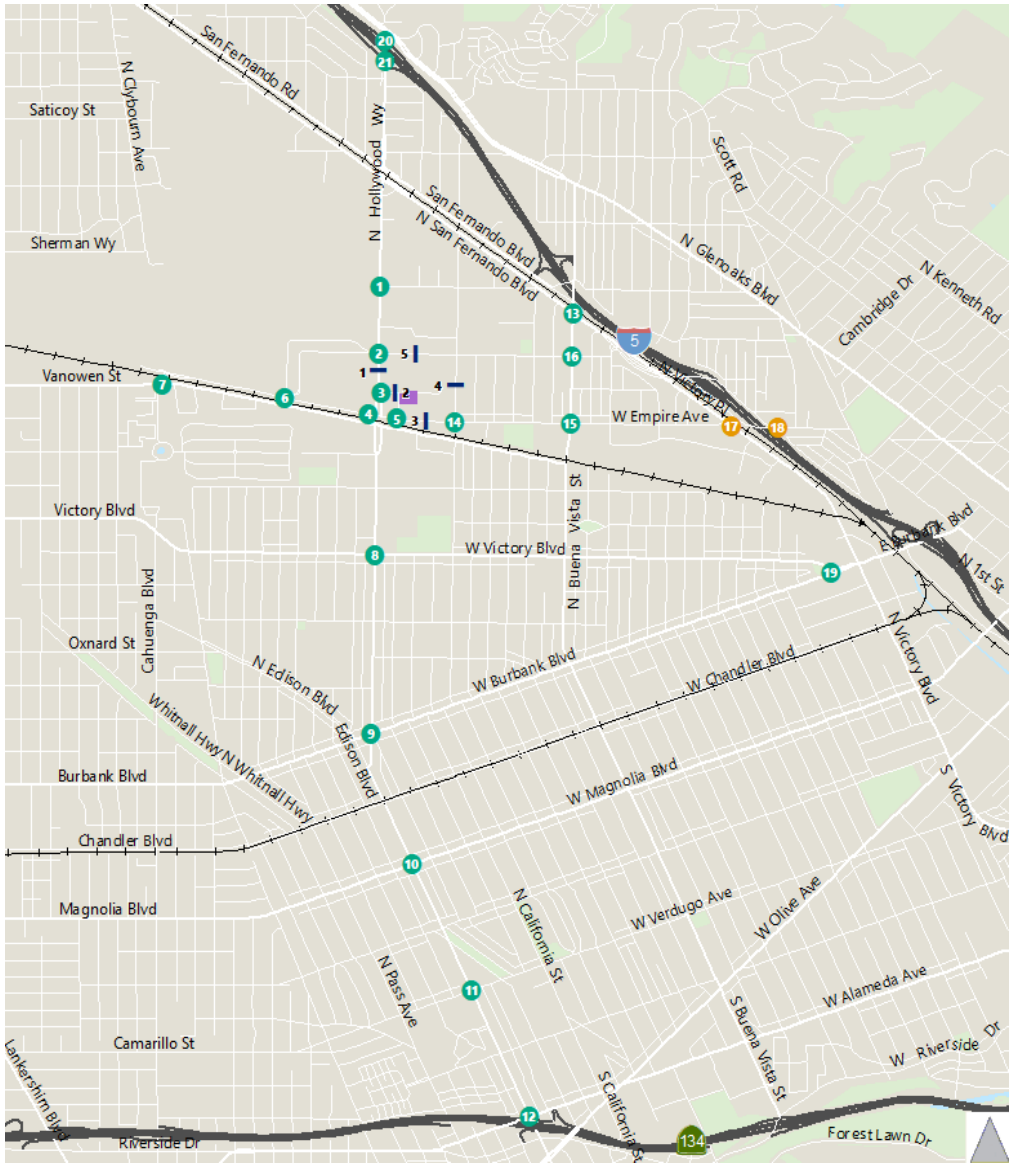
AM (PM) Volumes

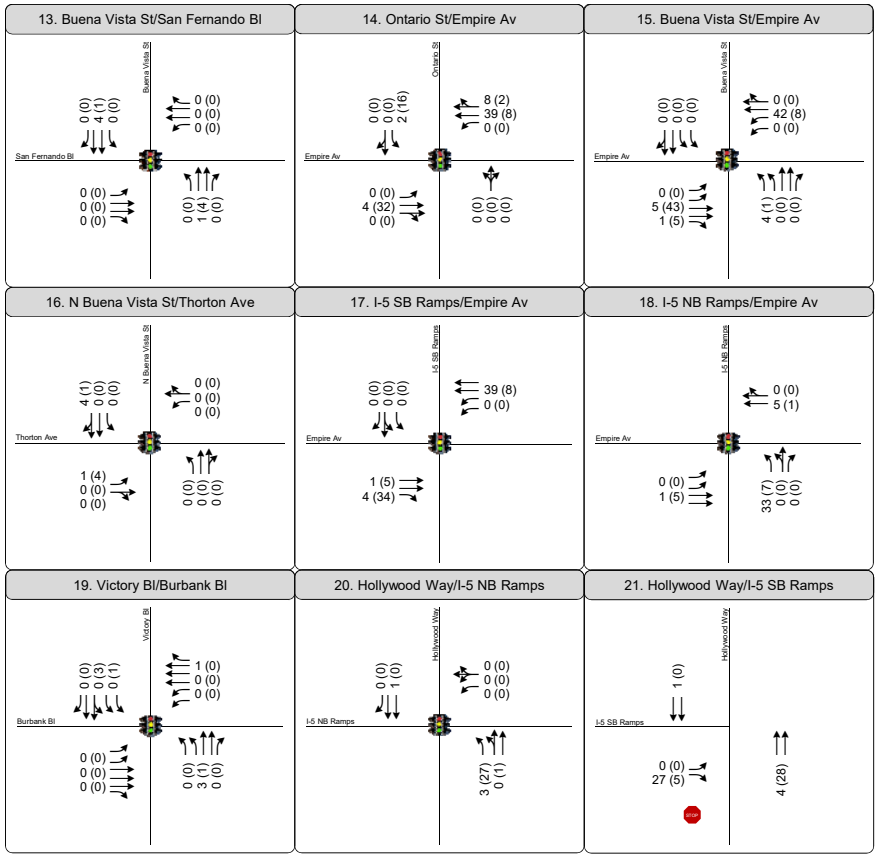
Level of Service

AM PM | A-C | D | E | F

Figure 8B

Peak Hour Volumes and Lane Configurations
Future Project Only - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

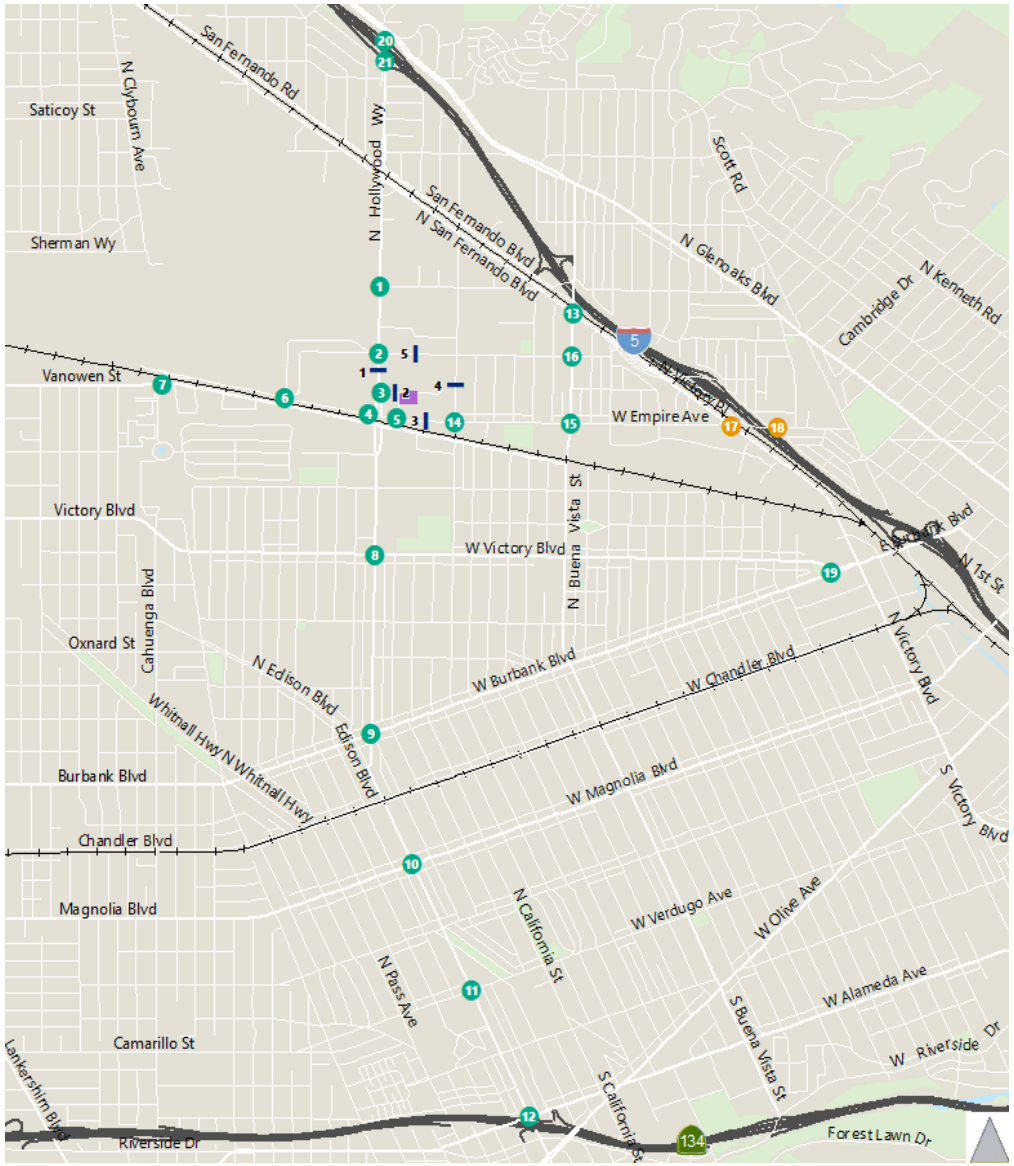
AM (PM) Volumes

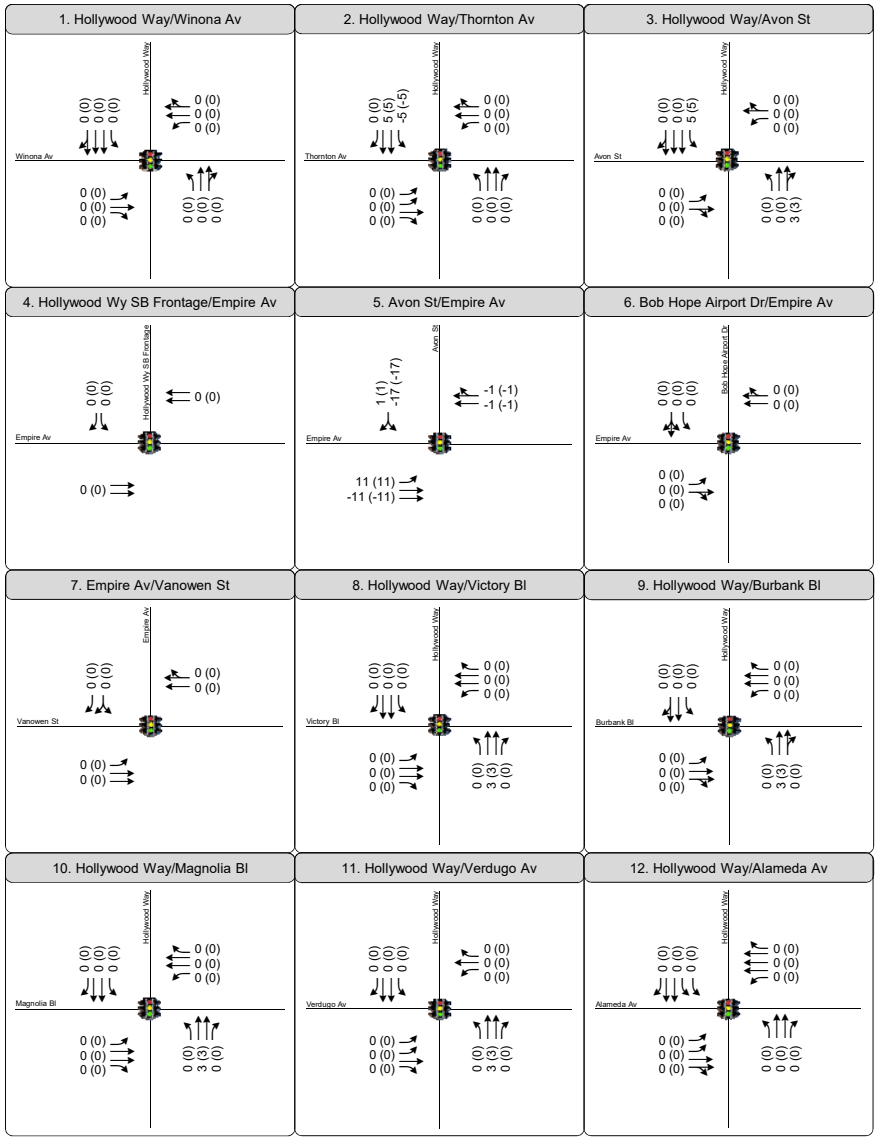
Level of Service

AM PM | A-C | D | E | F

Figure 8B

Peak Hour Volumes and Lane Configurations
Future Project Only - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

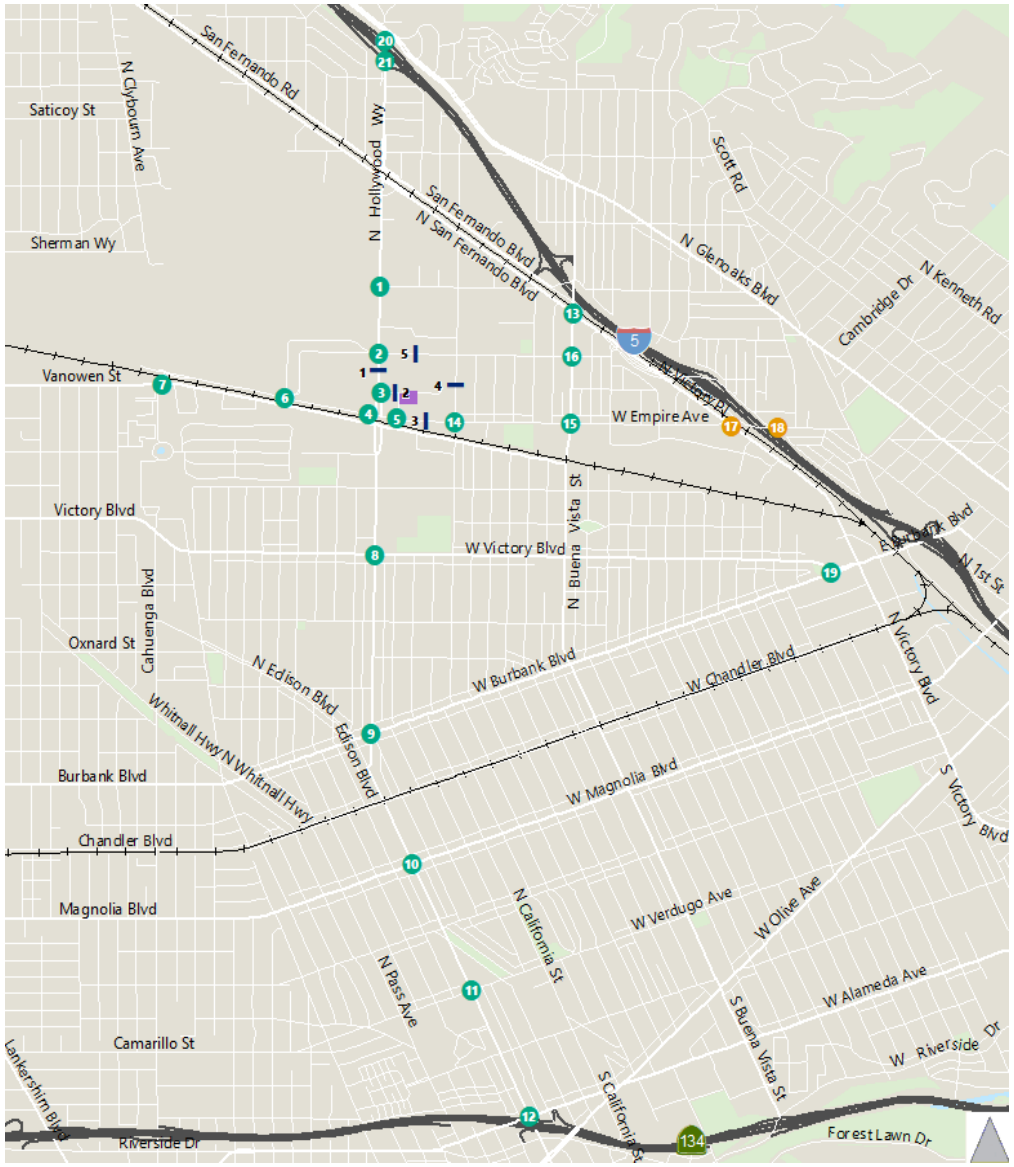
AM (PM) Volumes

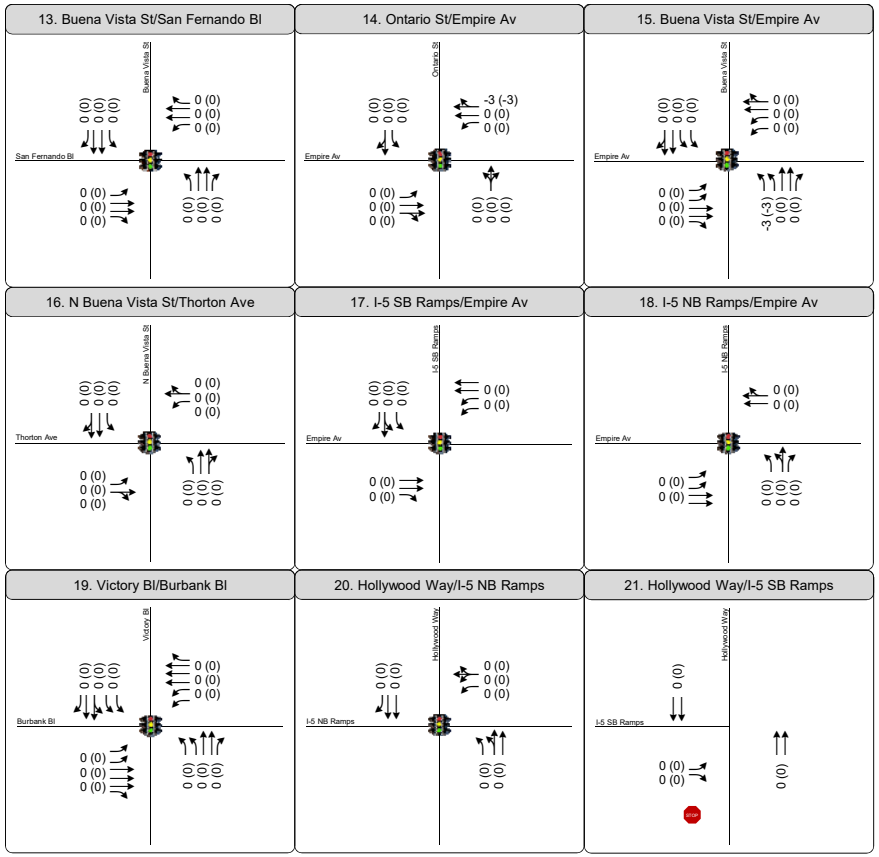
Level of Service

AM PM | A-C | D | E | F

Figure 9

Peak Hour Volumes and Lane Configurations
Driveway Redistribution - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

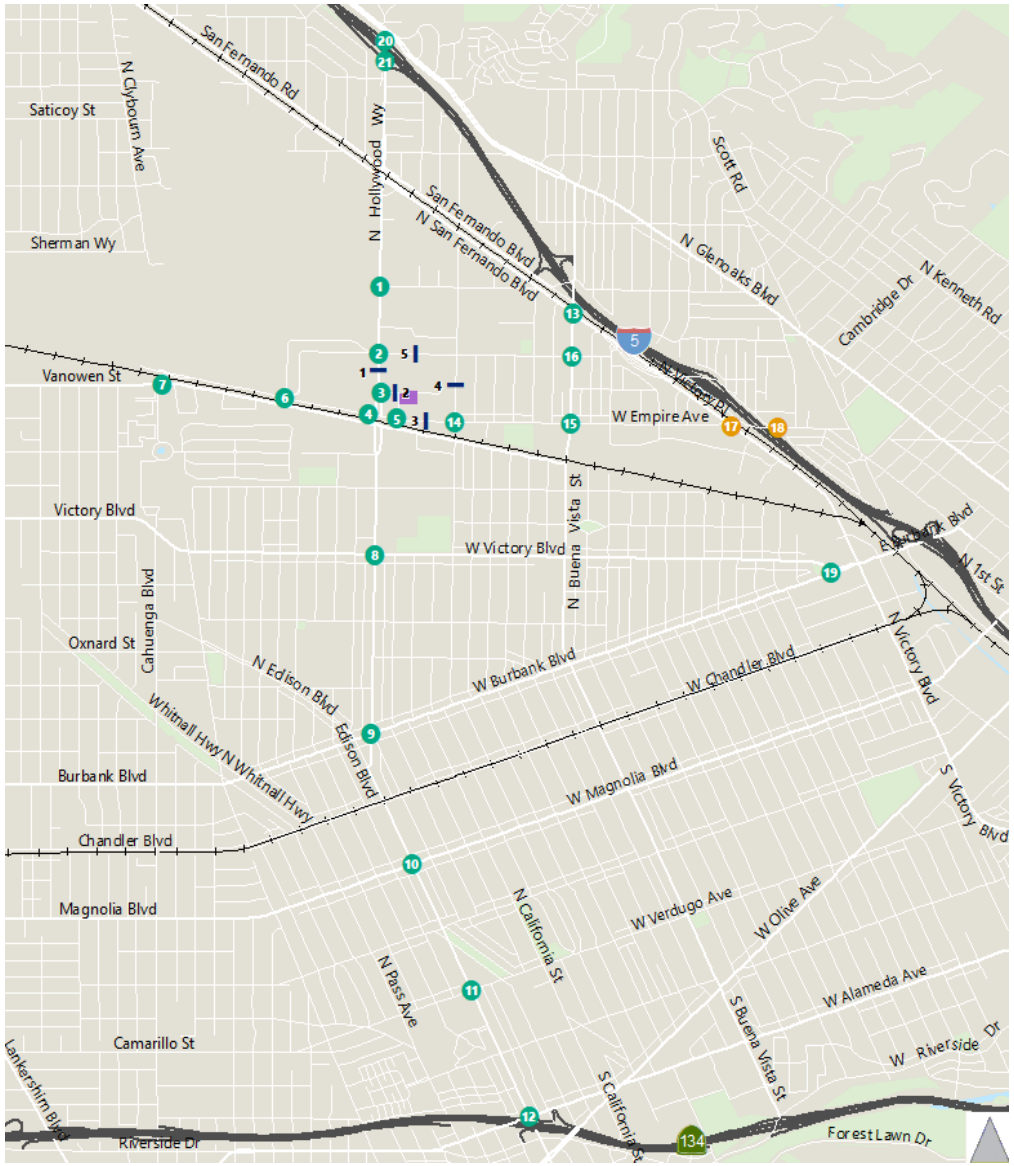
AM (PM) Volumes

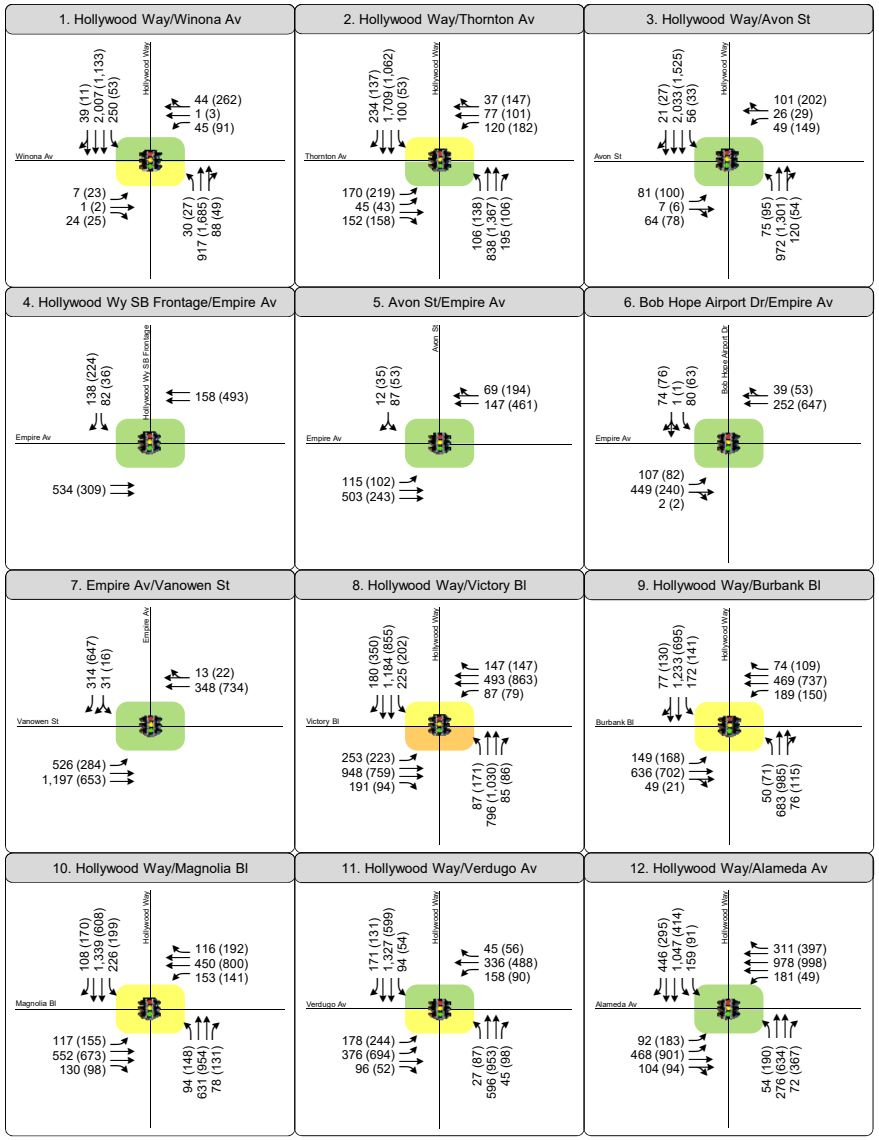
Level of Service

AM PM | A-C | D | E | F

Figure 9

Peak Hour Volumes and Lane Configurations
Driveway Redistribution - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

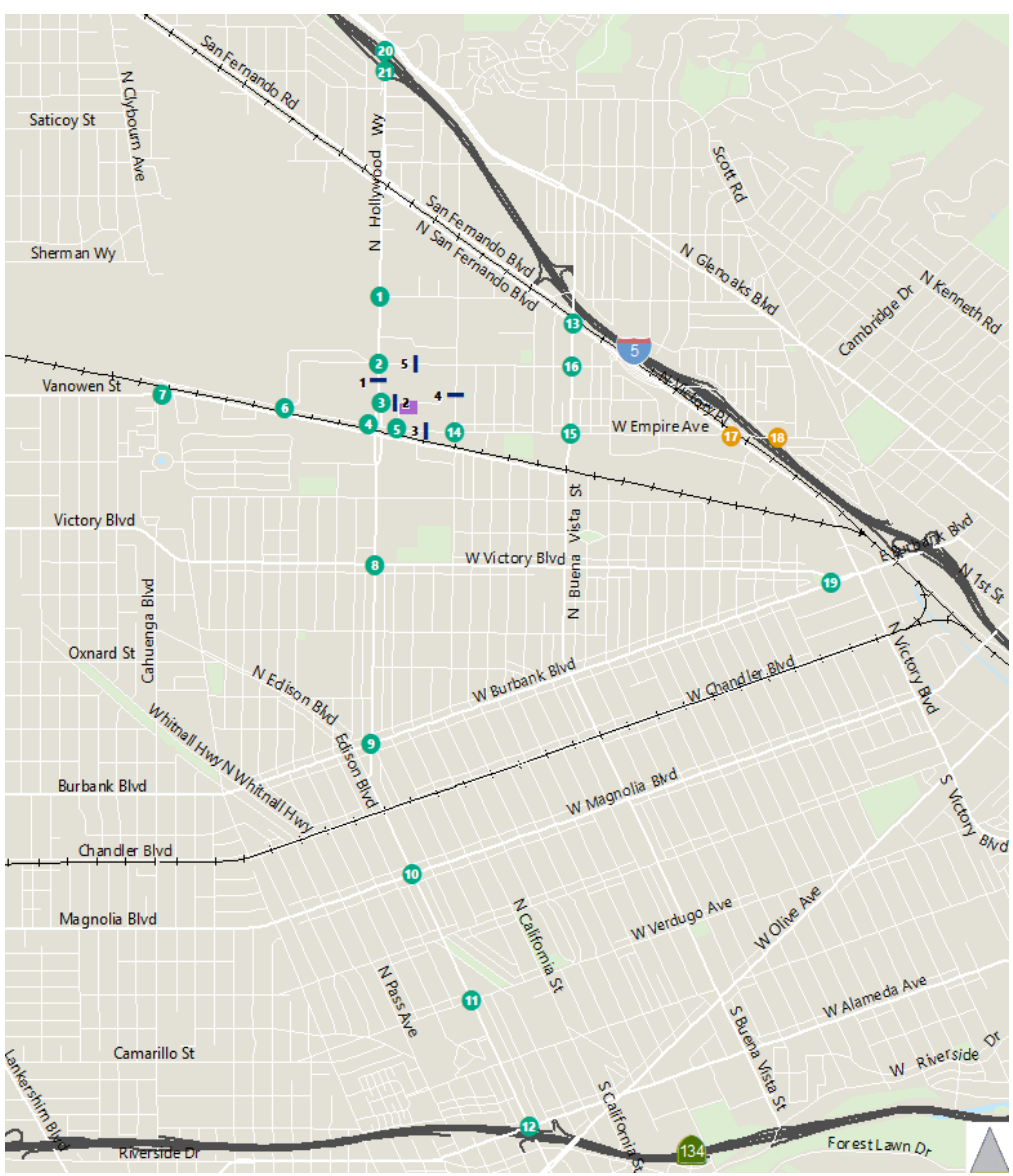
AM (PM) Volumes

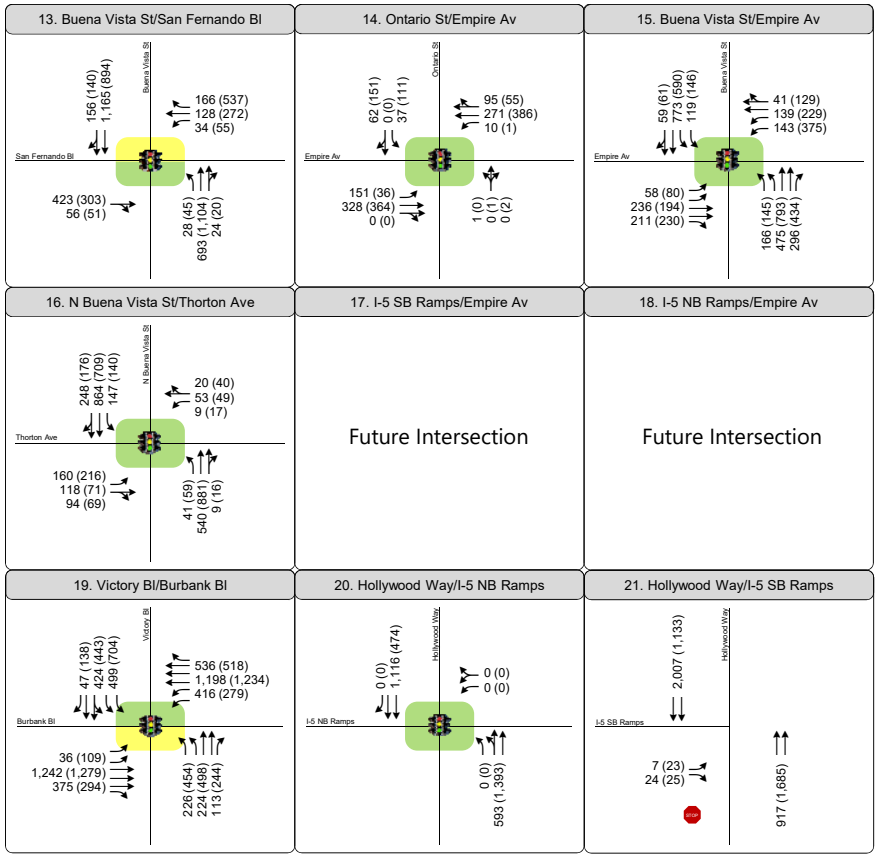
Level of Service

AM PM | A-C | D | E | F

Figure 10

Peak Hour Volumes and Lane Configurations
Existing plus Project Volumes - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

AM (PM) Volumes

Level of Service

AM PM | A-C | D | E | F

Figure 10

Peak Hour Volumes and Lane Configurations
Existing plus Project Volumes - AM (PM)

TABLE 4
EXISTING (2017) + PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION [a]	Jurisdiction [b,c]	PEAK HOUR	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C	LOS	V/C	LOS	Change in V/C	Significant?
1	Hollywood Wy & Winona Av	Burbank	AM	0.564	A	0.565	A	0.001	No
			PM	0.819	D	0.829	D	0.010	No
2	Hollywood Wy & Thornton Av	Burbank	AM	0.867	D	0.879	D	0.012	No
			PM	0.756	C	0.768	C	0.012	No
3	Hollywood Wy & Avon St	Burbank	AM	0.663	B	0.666	B	0.003	No
			PM	0.687	B	0.717	C	0.030	No
4	Hollywood Wy SB Frontage & Empire Av	Burbank	AM	0.266	A	0.270	A	0.004	No
			PM	0.309	A	0.314	A	0.005	No
5	Avon St & Empire Av	Burbank	AM	0.256	A	0.246	A	-0.010	No
			PM	0.354	A	0.363	A	0.009	No
6	Bob Hope Airport Dr & Empire Av	Burbank	AM	0.365	A	0.374	A	0.009	No
			PM	0.368	A	0.373	A	0.005	No
7	Empire Av & Vanowen St	Burbank	AM	0.740	C	0.751	C	0.011	No
			PM	0.772	C	0.780	C	0.008	No
		Los Angeles	AM	0.509	A	0.518	A	0.009	No
			PM	0.592	A	0.598	A	0.006	No
8	Hollywood Wy & Victory Bl	Burbank	AM	0.883	D	0.884	D	0.001	No
			PM	0.972	E	0.978	E	0.006	No
9	Hollywood Wy & Burbank Bl	Burbank	AM	0.880	D	0.882	D	0.002	No
			PM	0.873	D	0.875	D	0.002	No
10	Hollywood Wy & Magnolia Bl	Burbank	AM	0.849	D	0.850	D	0.001	No
			PM	0.876	D	0.878	D	0.002	No
11	Hollywood Wy & Verdugo Av	Burbank	AM	0.772	C	0.774	C	0.002	No
			PM	0.840	D	0.842	D	0.002	No
12	Hollywood Wy & Alameda Av	Burbank	AM	0.744	C	0.745	C	0.001	No
			PM	0.669	B	0.673	B	0.004	No
13	Buena Vista St & San Fernando Bl	Burbank	AM	0.839	D	0.840	D	0.001	No
			PM	0.682	B	0.682	B	0.000	No
14	Ontario St & Empire Av	Burbank	AM	0.264	A	0.279	A	0.015	No
			PM	0.285	A	0.288	A	0.003	No
15	Buena Vista St & Empire Av	Burbank	AM	0.551	A	0.568	A	0.017	No
			PM	0.625	B	0.651	B	0.026	No
16	N Buena Vista St & Thorton Av	Burbank	AM	0.541	A	0.542	A	0.001	No
			PM	0.581	A	0.584	A	0.003	No
17	I-5 SB Ramps & Empire Av	Burbank/Caltrans	AM	Future Intersection					
			PM						
18	I-5 NB Ramps & Empire Av	Burbank/Caltrans	AM	Future Intersection					
			PM						
19	Victory Bl & Burbank Bl	Burbank	AM	0.719	C	0.720	C	0.001	No
			PM	0.798	C	0.808	D	0.010	No
20	Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.490	A	0.492	A	0.002	No
			PM	0.459	A	0.465	A	0.006	No

Notes:
Volumes are the average of two sets of January 2017 and April 2017 weekday counts
[a] All intersections shown are signalized
[b] 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
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
[c] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

4. FUTURE TRAFFIC CONDITIONS

To evaluate the potential impacts of the proposed project on Future Base (Year 2028) 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 develop 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 and the opening of the ramps for I-5 at Empire Avenue 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 2028. With the assumed completion date of 2028, per the direction of City of Burbank staff, the existing 2017 traffic volumes were adjusted upward by 7.9% to reflect areawide regional growth.

Due to construction on I-5 when existing counts were taken, several movements were restricted when existing counts were taken at Intersection #13 (Buena Vista Street & San Fernando Boulevard), as shown in Figure 5. 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 7.9% growth factor as all other volumes to account for areawide growth.

Future Project Traffic Generation and Assignment

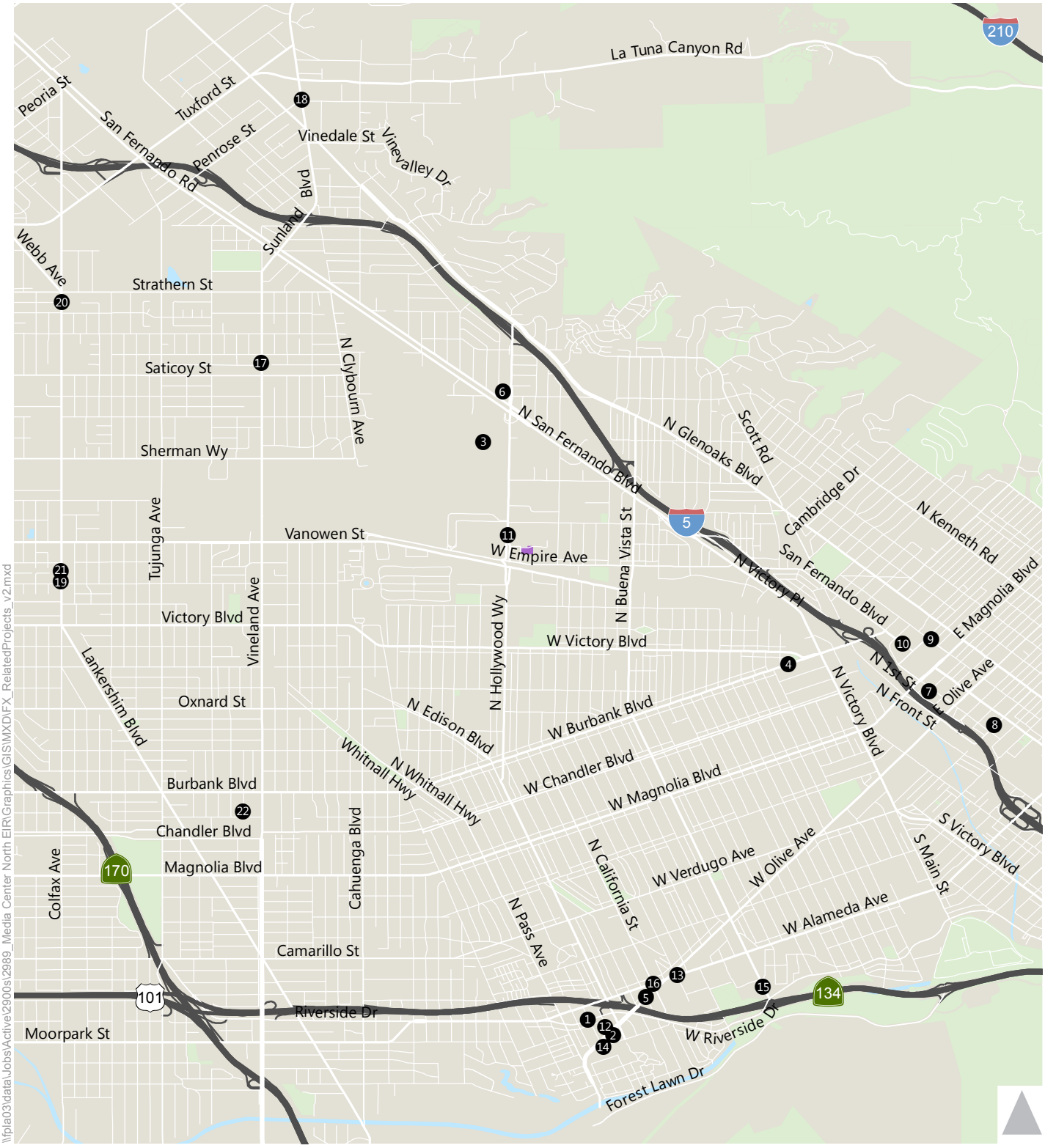
The second part of background traffic growth is the traffic generated by related projects. Related projects or cumulative projects are planned developments to be completed in the same timeframe as the proposed project. Future projects are taken into account in terms of the extent of growth, the location 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 5 and their locations illustrated in Figure 11.

TABLE 5
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		
								In	Out	Total	In	Out	Total
City of Burbank Development Projects													
1	Mixed-Use Project	Retail	Shopping Center - 820	3.0	KSF	Entitled							
	3901 Riverside Drive	Restaurant	Quality Restaurant - 931	4.6	KSF		559	4	5	9	28	19	47
	Riverside Drive & Kenwood Street (Media District)	Residential	Apartment - 220	4	DU								
2	Mixed-Use Project	Restaurant	Quality Restaurant - 931	14.6	KSF	Entitled	2,570	69	66	135	101	61	162
	3805 Olive Avenue	Coffee Shop	Fast-Food w/out D.T. (coffee shop) - 933,SANDAG	1.8	KSF								
3	Avion Mixed-Use Development Project	Creative Office	*Traffic Study Trip Generation*	142.3	KSF	Undergoing Environmental Review							
	3003 North Hollywood Way	Restaurant	*Traffic Study Trip Generation*	7.7	KSF								
		Retail	*Traffic Study Trip Generation*	7.7	KSF		9,866	798	191	989	275	377	652
		Industrial Park	*Traffic Study Trip Generation*	1014.9	KSF								
		Hotel	*Traffic Study Trip Generation*	166.0	Rooms								
4	Mixed-Use Project	Medical-Dental Office	Medical-Dental Office - 720	2.5	KSF	Under Construction							
	1112 West Burbank Blvd	General Office	General Office - 710	11.3	KSF		448	30	8	38	19	52	71
		Retail	Specialty Retail - SANDAG	4.2	KSF								
		Less Pass-by	10%										
5	Talaria (Mixed-Use)	Whole Foods	Supermarket - 850	43.0	KSF	Under Construction	3,204	75	151	226	189	141	330
	3401 West Olive Avenue	Luxury Apartments	Mid-Rise Apartments - 223	241	DU								
6	Metrolink Station - Bob Hope Airport	Metrolink Station	Custom	n/a	n/a	Under Construction	2,124	55	61	116	72	52	124
	Hollywood Way and Cohasset												
7	First Street Village Mixed Use Project	Residential	Apartment - 220	220	DU	Undergoing Environmental Review							
	Area bounded by First, Magnolia, I-5, and alley south of Palm	Restaurant	High Turnover Sit Down Restaurant	9.3	KSF		2,078	(33)	104	71	139	24	163
		Retail	Shopping Center - 820	12.0	KSF								
8A	Premiere at First Street - First, Tujunga, San Fernando, Verdugo					Undergoing Environmental Review							
	Phase I	High-Rise Condo	*Traffic Study Trip Generatio*	154	DU		840	13	56	69	42	25	67
		Retail	*Traffic Study Trip Generation*	10.6	KSF								
8B	Phase IIB [a]	General Office	*Traffic Study Trip Generation*	158.0	KSF		1,194	141	19	160	26	128	154
		Retail	*Traffic Study Trip Generation*	14.1	KSF								
9	AC Hotel Project	Hotel	Hotel - 310	196	Rooms	Undergoing Environmental Review	1,518	56	39	95	56	51	107
	550 N Third Street												
10 [b]	Burbank Town Center Redevelopment	Apartments	Apartment - 220	1,024	DU	Development Application Received [b]							
	600 N San Fernando Blvd	Condominiums	Apartment - 220	70	DU								
	Area bounded by First, Magnolia, Burbank, and Third	Retail/Restaurant	High Turnover Sit Down Restaurant - 932	37.4	KSF		14,939	456	720	1,177	782	483	1,265
		Hotel	Hotel - 310	200	Rooms								
		Restaurant	High Turnover Sit Downt Restaurant - 932	10.0	KSF								
11 [b]	Airport Hotels - 2500 N Hollywood Way					Development Application Received [b]							
	Phase I	Hotel	Hotel - 310	200	Rooms		4,722	295	113	408	158	271	428
	Phase IIA [b]	Hotel	Hotel - 310	216	Rooms								
	Phase IIB [b]	General Office	General Office - 710	120	KSF								
12	115 N Screenland Drive	Apartments	Apartment - 220	40	Rooms	Approved	425	6	18	24	12	27	39
		Retail	Shopping Center - 820	3.730	KSF								
STUDIO MASTER PLANS													
13	The Burbank Studios (formerly NBC) - 3000 W Alameda Ave												
	Phase II (assume Ph II OE of 329,098)		*Traffic Study Trip Generation*	289.431	KSF	Entitled	8,522	1,166	159	1,325	210	1,023	1,232
	Main Studio Lot Remaining Entitlement	General Office [c]	*Traffic Study Trip Generation*	670.812	KSF	Entitled							
14	Warner Brothers - 4000 Warner Blvd												
	Main Campus	General Office [c]	*Traffic Study Trip Generation*	2,017.786	KSF	Entitled	19,150	2,736	373	3,110	560	2,734	3,293
	Ranch	General Office [c]	*Traffic Study Trip Generation*	782.648	KSF	Entitled							
15	Disney - 500 S. Buena Vista St.						5,543	767	105	872	140	684	824
	Remaining Entitlement	General Office [c]	*Traffic Study Trip Generation*	665.344	KSF	Entitled							
OTHER SPECIAL GENERATORS													
16	Bob Hope Center					Entitled	1,430	177	24	202	34	167	201
	Bounded by Olive Avenue, Alameda Avenue, and Lima Street	General Office	*Traffic Study Trip Generation*	109.470	KSF								
CITY OF LOS ANGELES DEVELOPMENT PROJECTS													
17	7634 Vineland Avenue Mixed Use Project	Retail		11	KSF		466	20	5	25	11	25	36
		Office		11.950	KSF								
		Single Family Residential		(4)	DU								
18	Sun Valley Ministries Mixed Use	School		150	Seats								
	9000 Sunland Boulevard	Retail		2	KSF								
		Office		15.4	KSF		1,582	89	48	137	74	103	177
		Single Fmaily Homes		0	DU								
		Other		-3.6									
19	6605 Lankershim Boulevard Mixed Use	Apartments		140.0	DU		904	(10)	33	23	37	30	67
		Retail		16.1	KSF								
20	7934 Lankershim Boulevard Shopping Center	Shopping Center		60.0	KSF		3,195	74	74	148	138	138	276
21	Carl's Jr. 6601 Lankershim Boulevard	Retail		4	KSF		1,582	89	48	137	74	103	177
		Fast Food with Drive-Through		2.723	KSF								
22	5513 Case Avenue Apartments	Apartments		90.000	DU		599	9	37	46	36	20	56

Notes:
KSF Thousand Square Feet
DU Dwelling Units
Source: Unless noted, Trip Generation Rates were provided by the City of Bubank
[a] Project would construct either Phase IIA or IIB. Trip generation assumes phase IIB with higher trip generation would be constructed
[b] Weekday Peak Hour trip generation rates were determined based on ITE 9th Edition Trip Generation Manual (2012).
[c] Size presented here is in terms of office equivalency gross square feet.
[d] Trip generation provided by the City of Los Angeles



Project Site

Related Project

Figure 11

Related Projects

Trip generation estimates for each of the related projects listed in Table 5 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 87,469 daily weekday trips, of which 9,540 vehicles per hour (vph) will occur during the morning peak hour and 9,949 vph during the evening peak hour. Figure 12 illustrates weekday AM and PM 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.

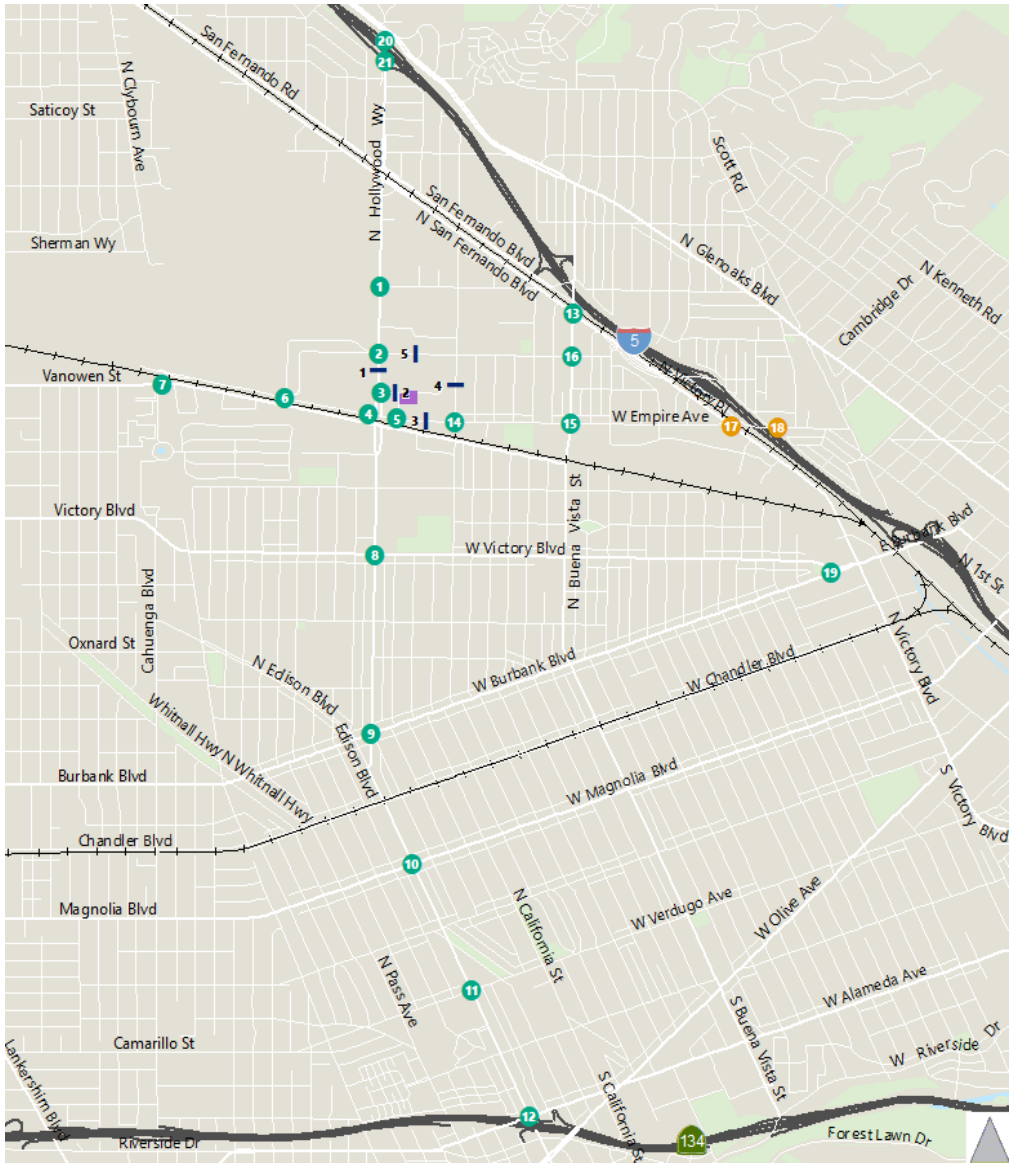
Background Shifts Due to Burbank Airport Terminal Replacement

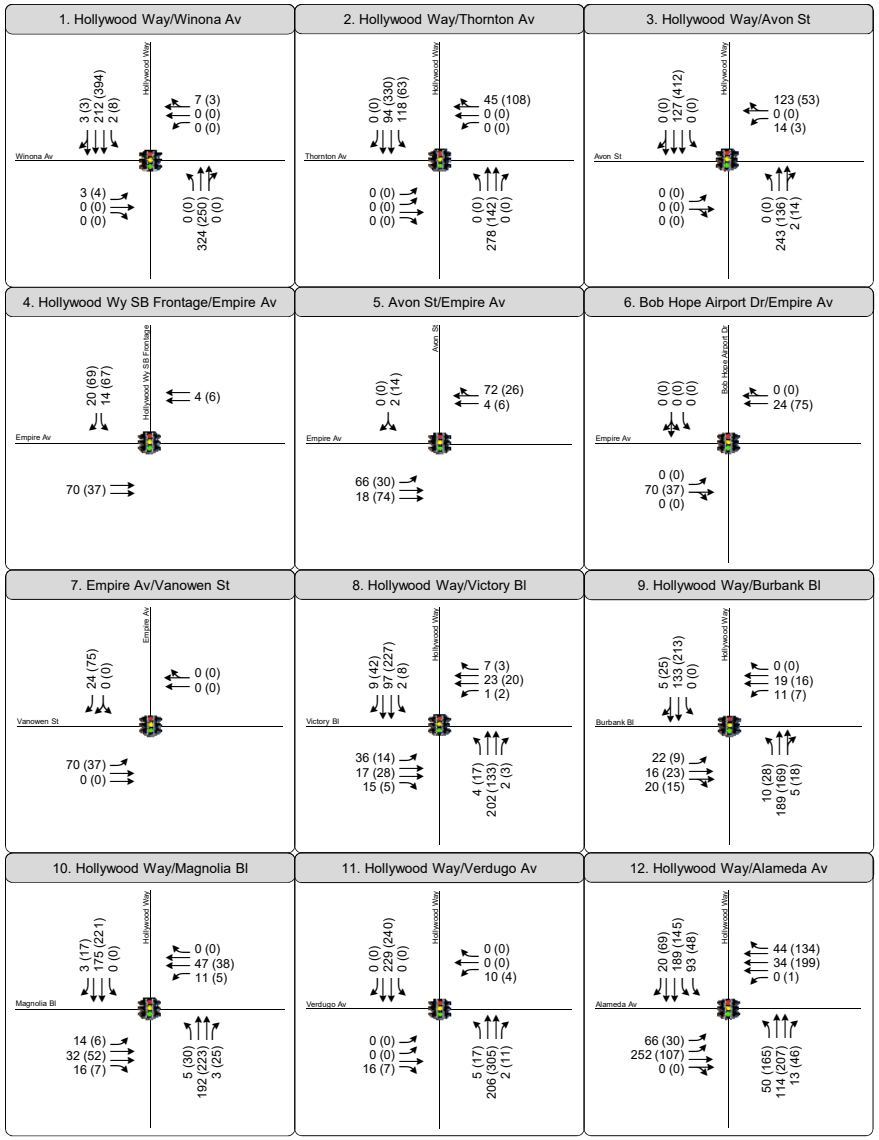
Burbank Airport's terminal is planned to be relocated from its current location between Empire Avenue and Hollywood Way to a new location on North Hollywood Way at the current location of Airport Lot A and the employee parking lot. Background traffic shifts for this project were developed during a traffic 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 are shown in Figure 13.

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

As part of the I-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. These ramps will replace the Victory Place ramps that were removed as part of the I-5 construction project, as shown in Figure 5. 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 Interchange, as the Burbank Boulevard ramps will continue functioning as the most direct access point to downtown Burbank. Background shifts are shown on Figure 14.

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





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

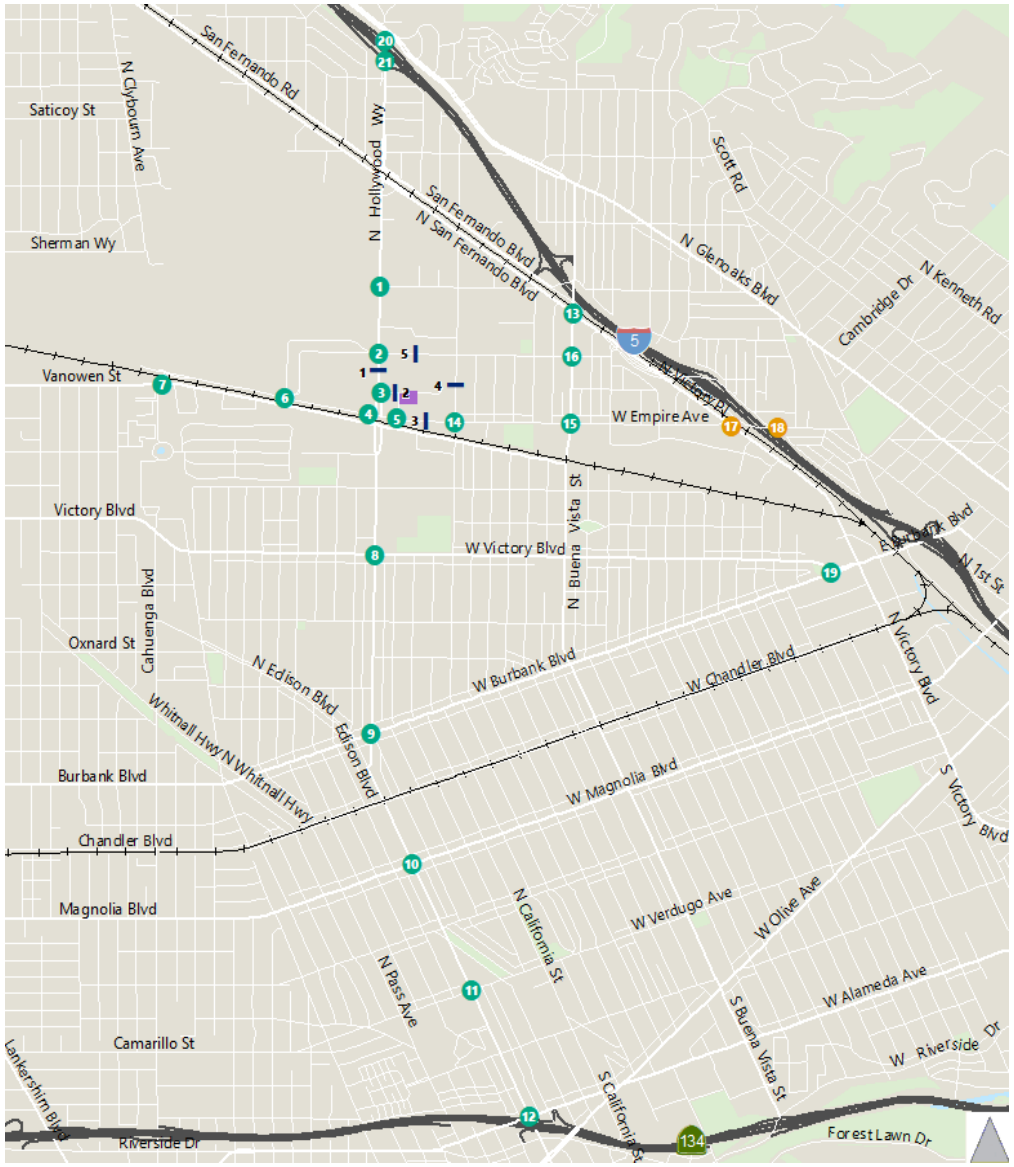
AM (PM) Volumes

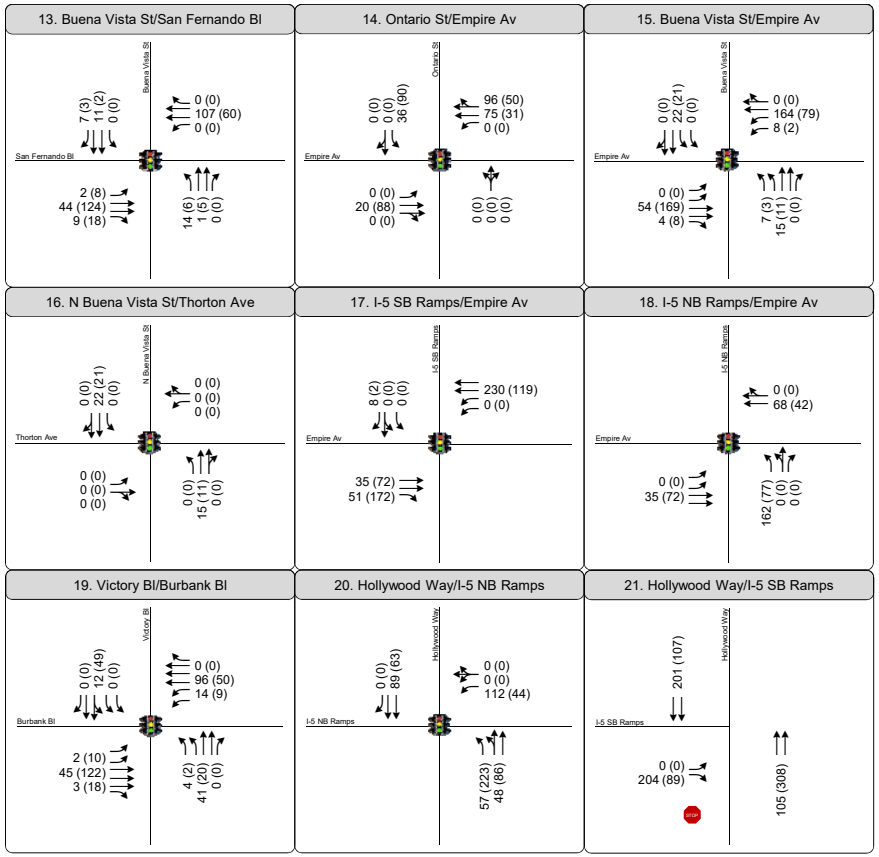
Level of Service

AM PM | A-C | D | E | F

Figure 12

Peak Hour Volumes and Lane Configurations
Related Projects - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

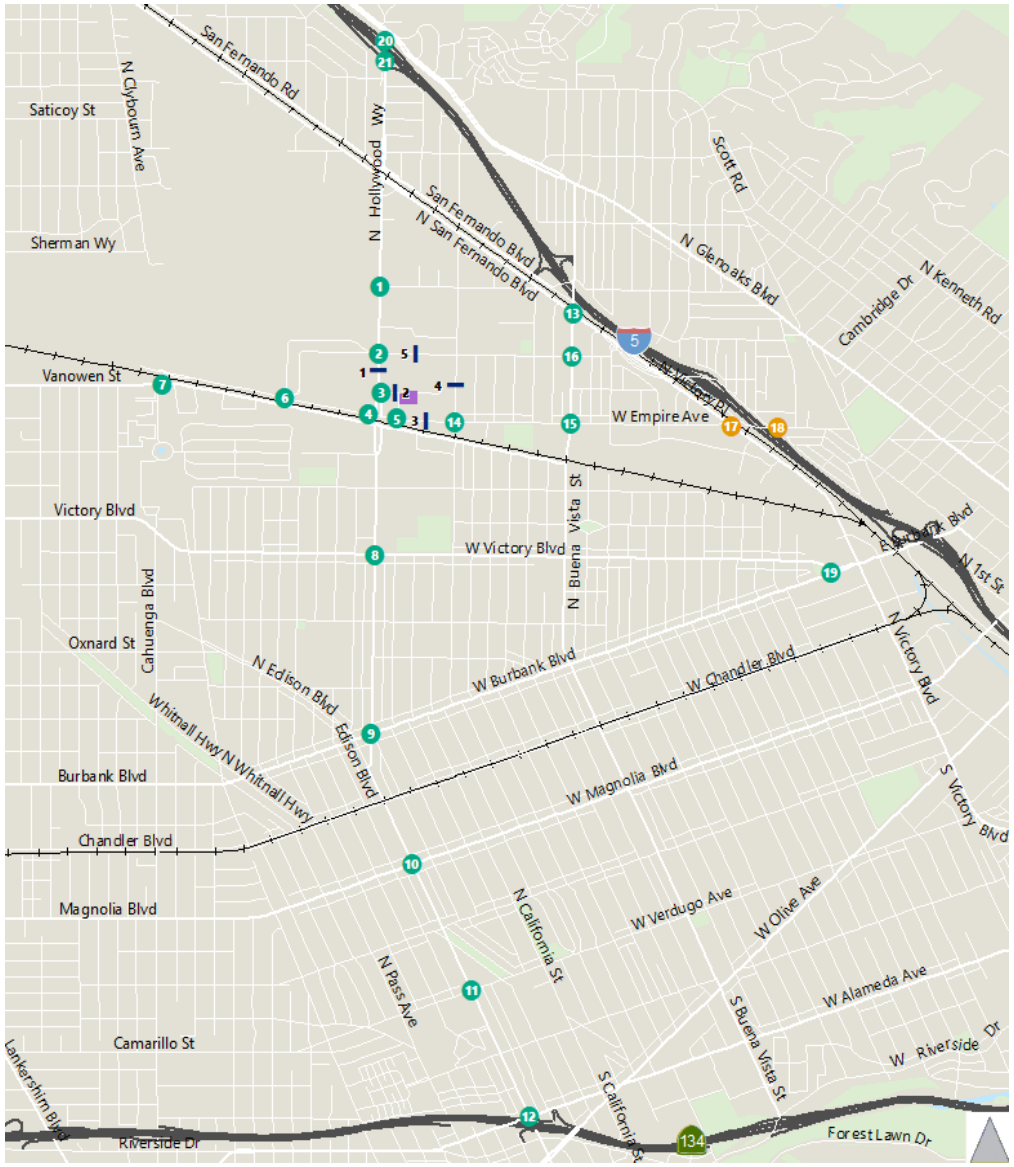
AM (PM) Volumes

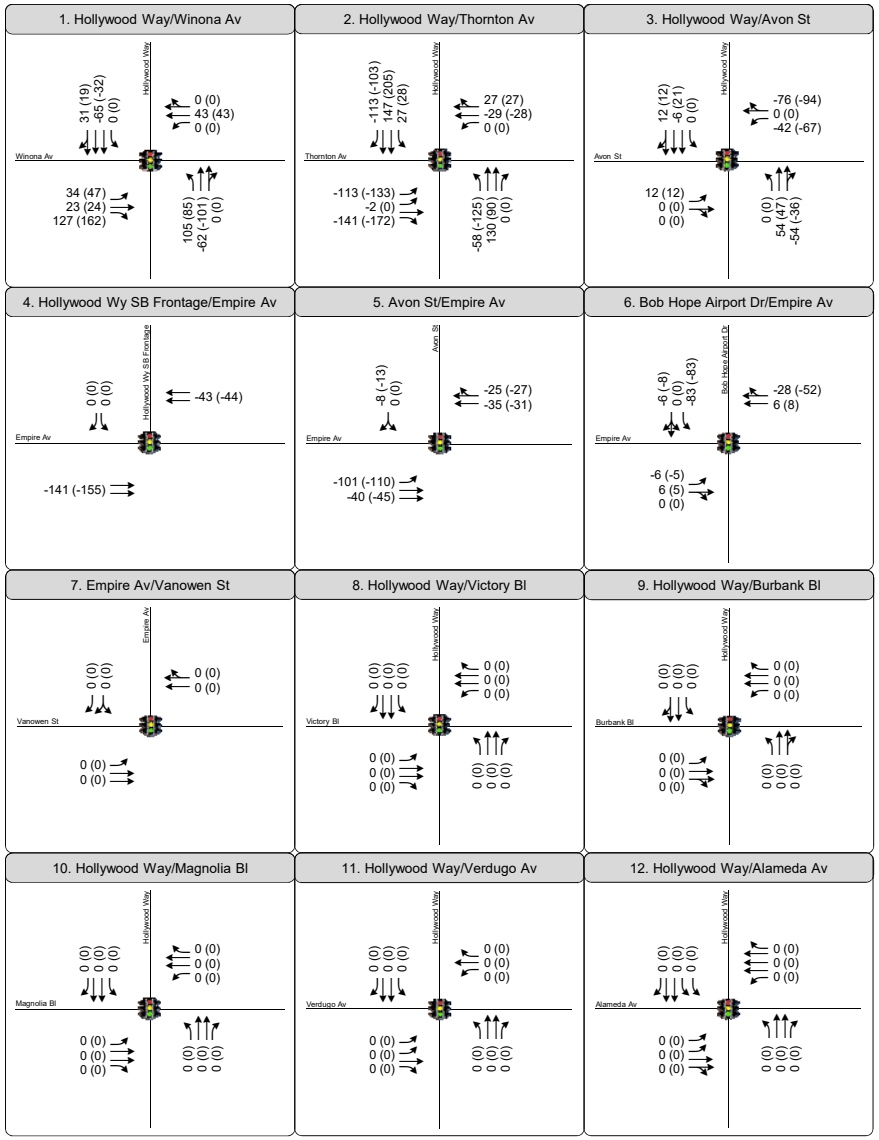
Level of Service

AM PM | A-C | D | E | F

Figure 12

Peak Hour Volumes and Lane Configurations
Related Projects - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

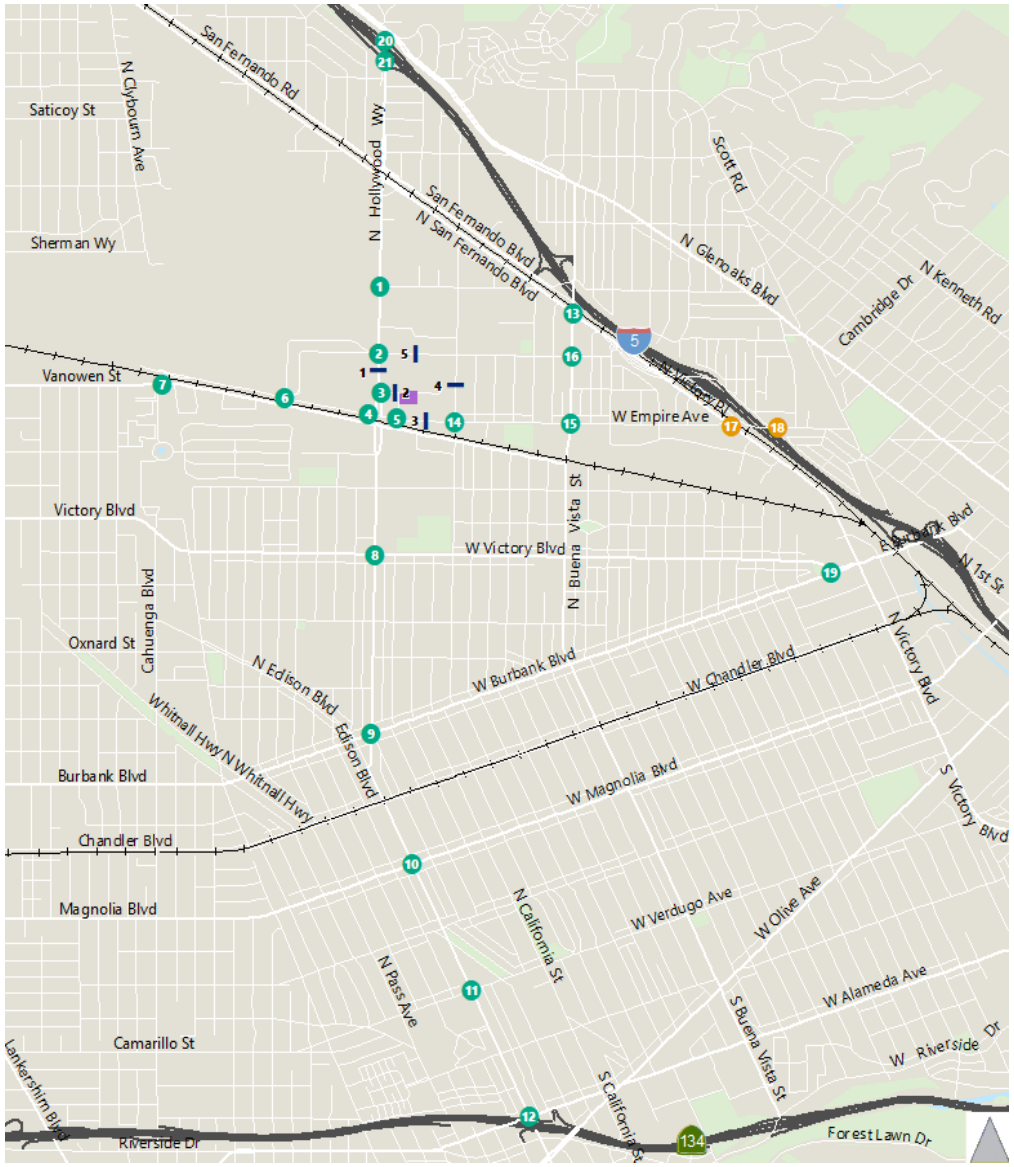
AM (PM) Volumes

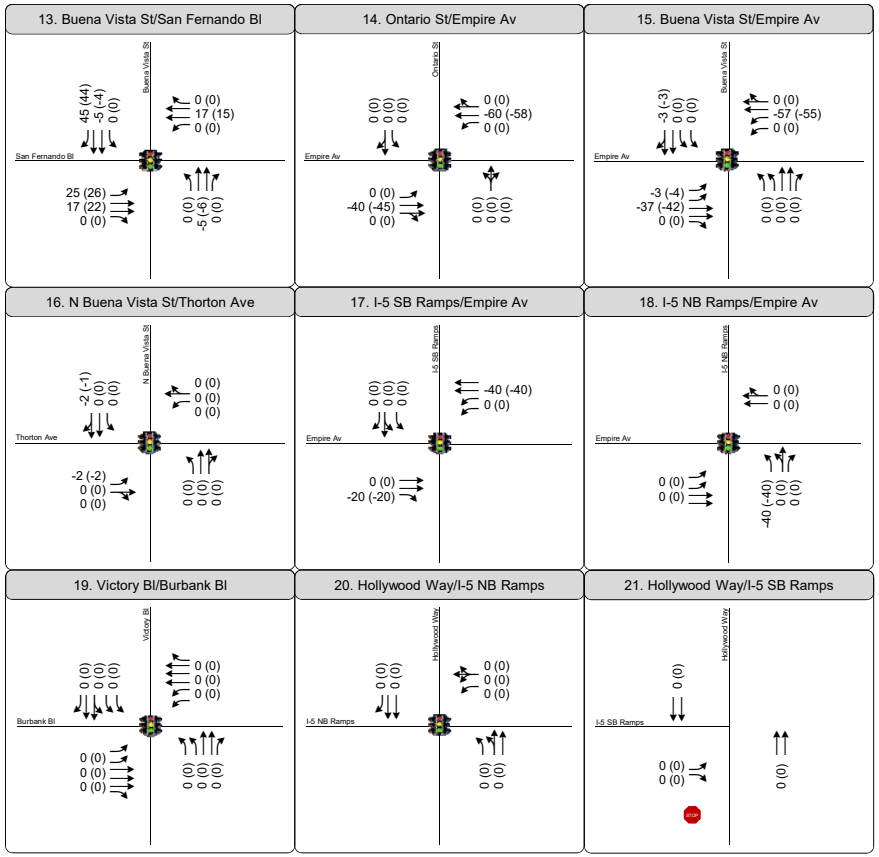
Level of Service

AM PM | A-C | D | E | F

Figure 13

Peak Hour Volumes and Lane Configurations
Future Background Shifts - Airport Project Shifts - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

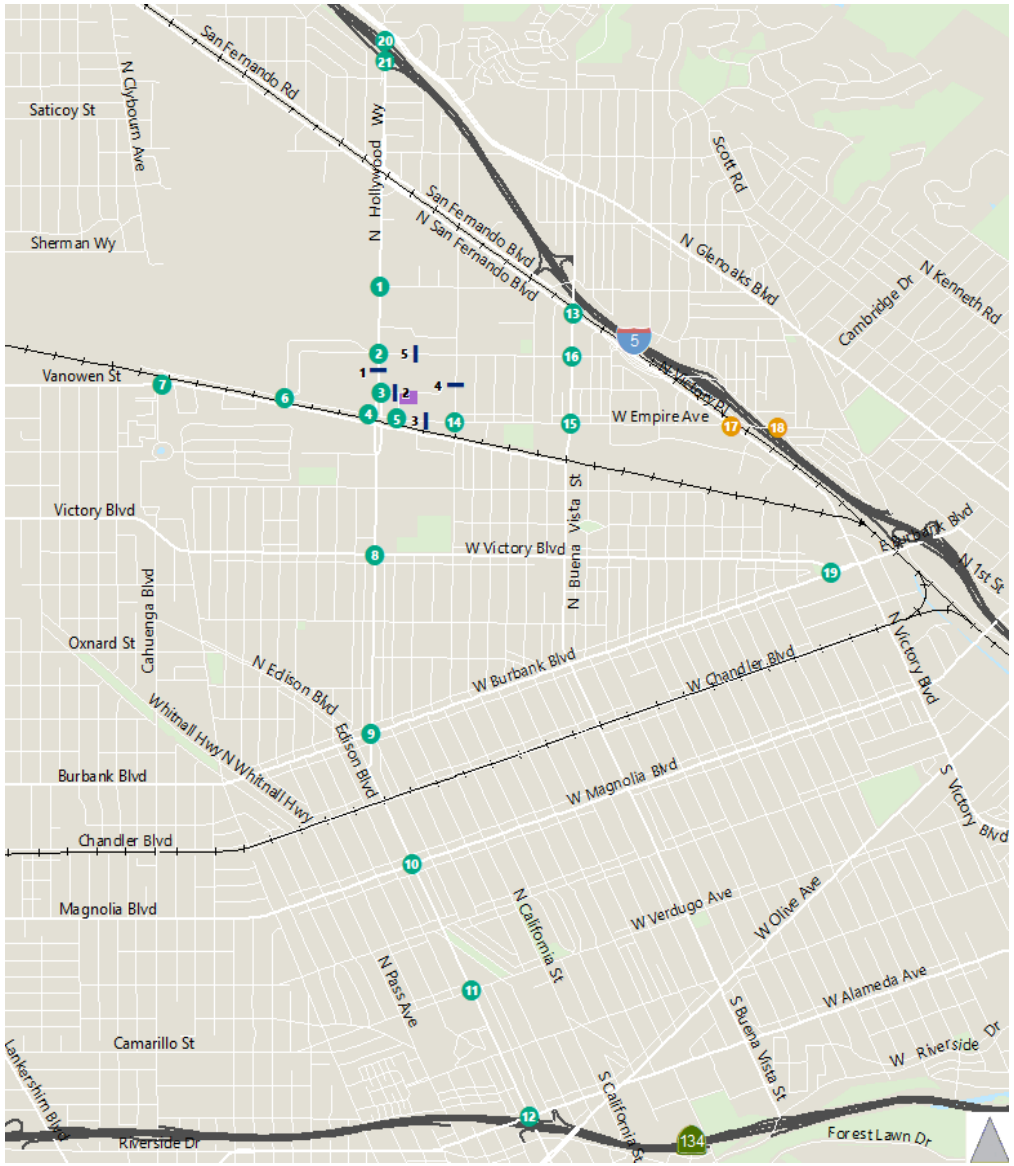
AM (PM) Volumes

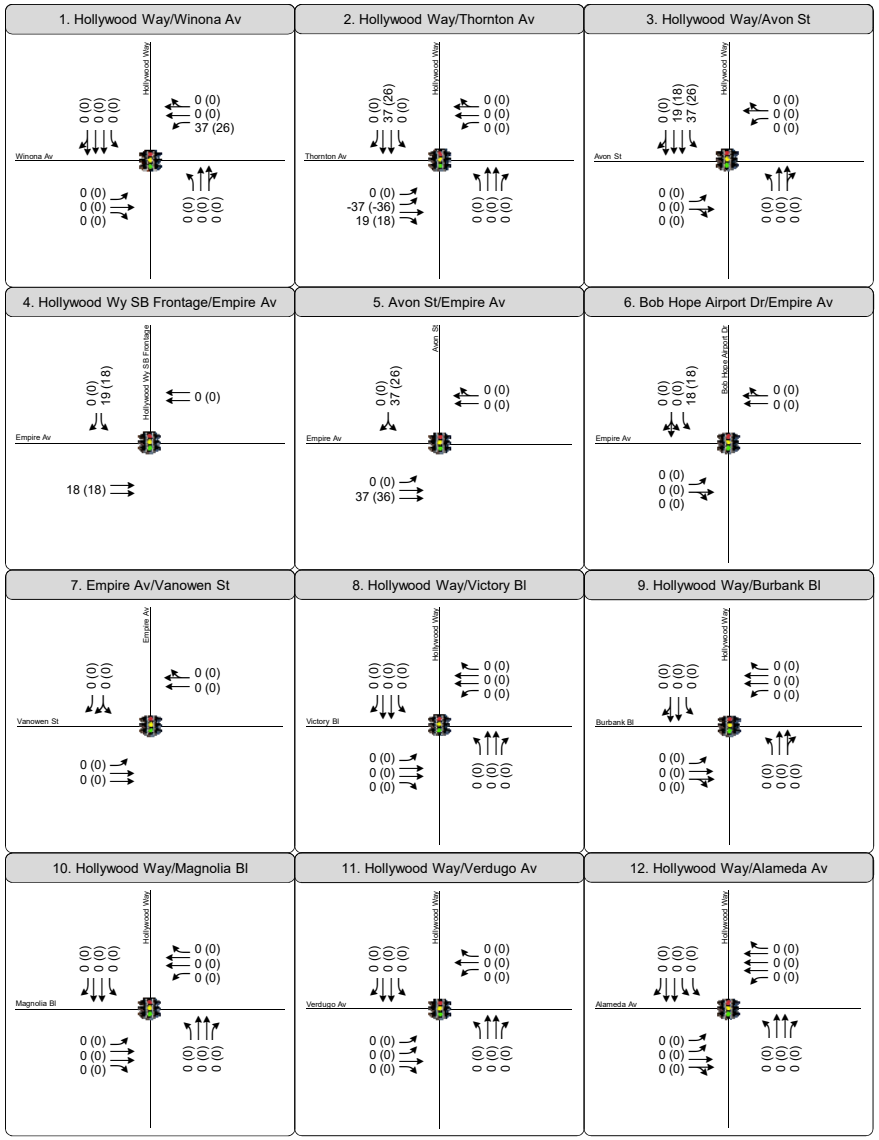
Level of Service

AM PM | A-C | D | E | F

Figure 13

Peak Hour Volumes and Lane Configurations
Future Background Shifts - Airport Project Shifts - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

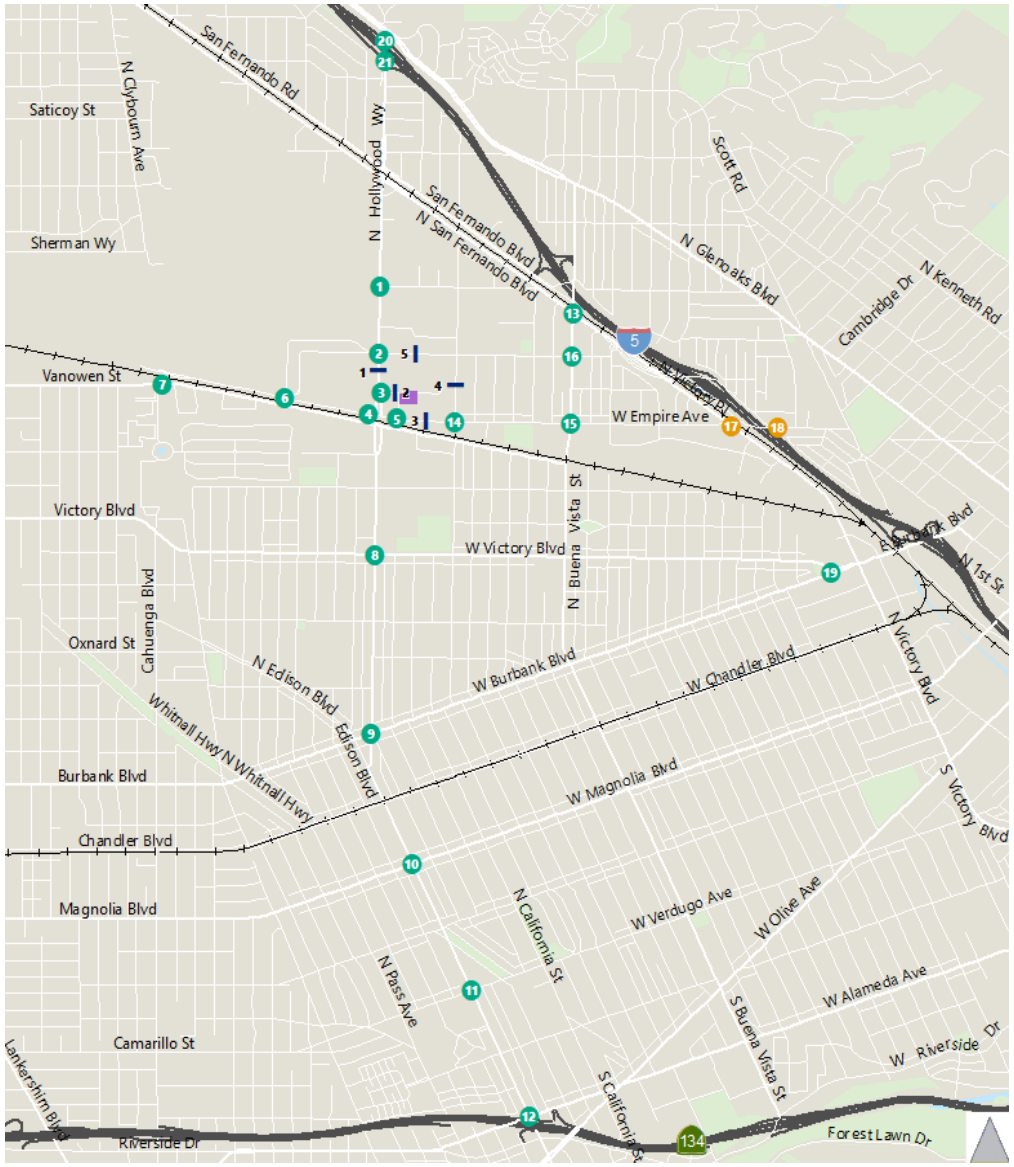
AM (PM) Volumes

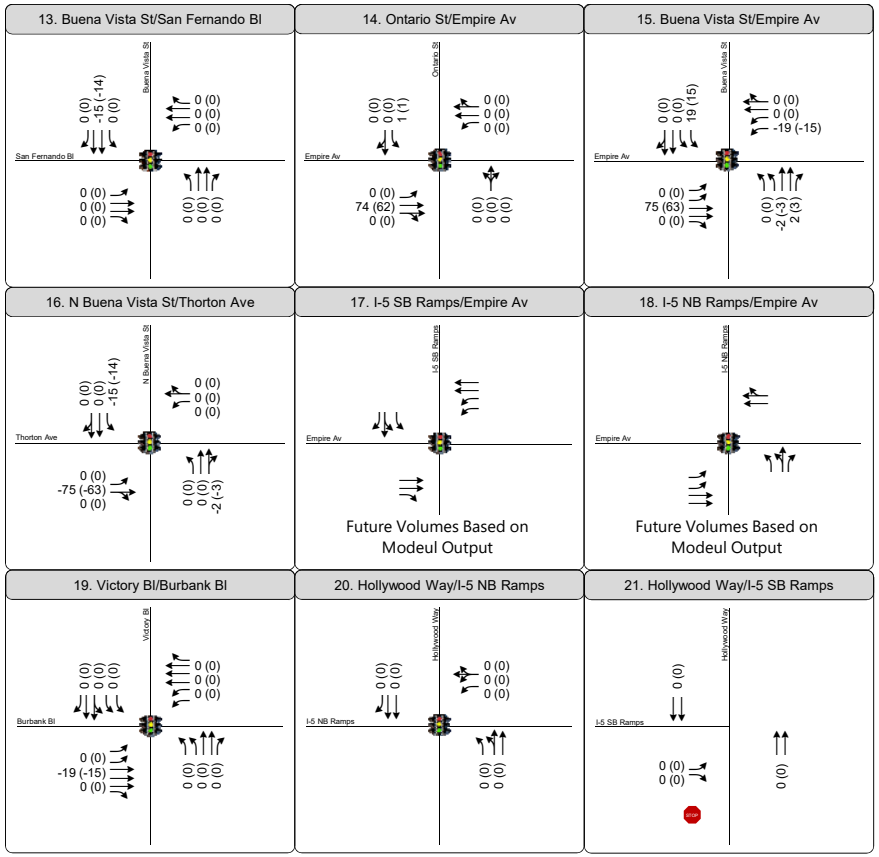
Level of Service

AM PM | A-C | D | E | F

Figure 14

Peak Hour Volumes and Lane Configurations
Future Background Shifts - Empire Ramp Shifts - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

AM (PM) Volumes

Level of Service

AM PM | A-C | D | E | F

Figure 14

Peak Hour Volumes and Lane Configurations
Future Background Shifts - Empire Ramp Shifts - AM (PM)

FUTURE BASE TRAFFIC CONDITIONS

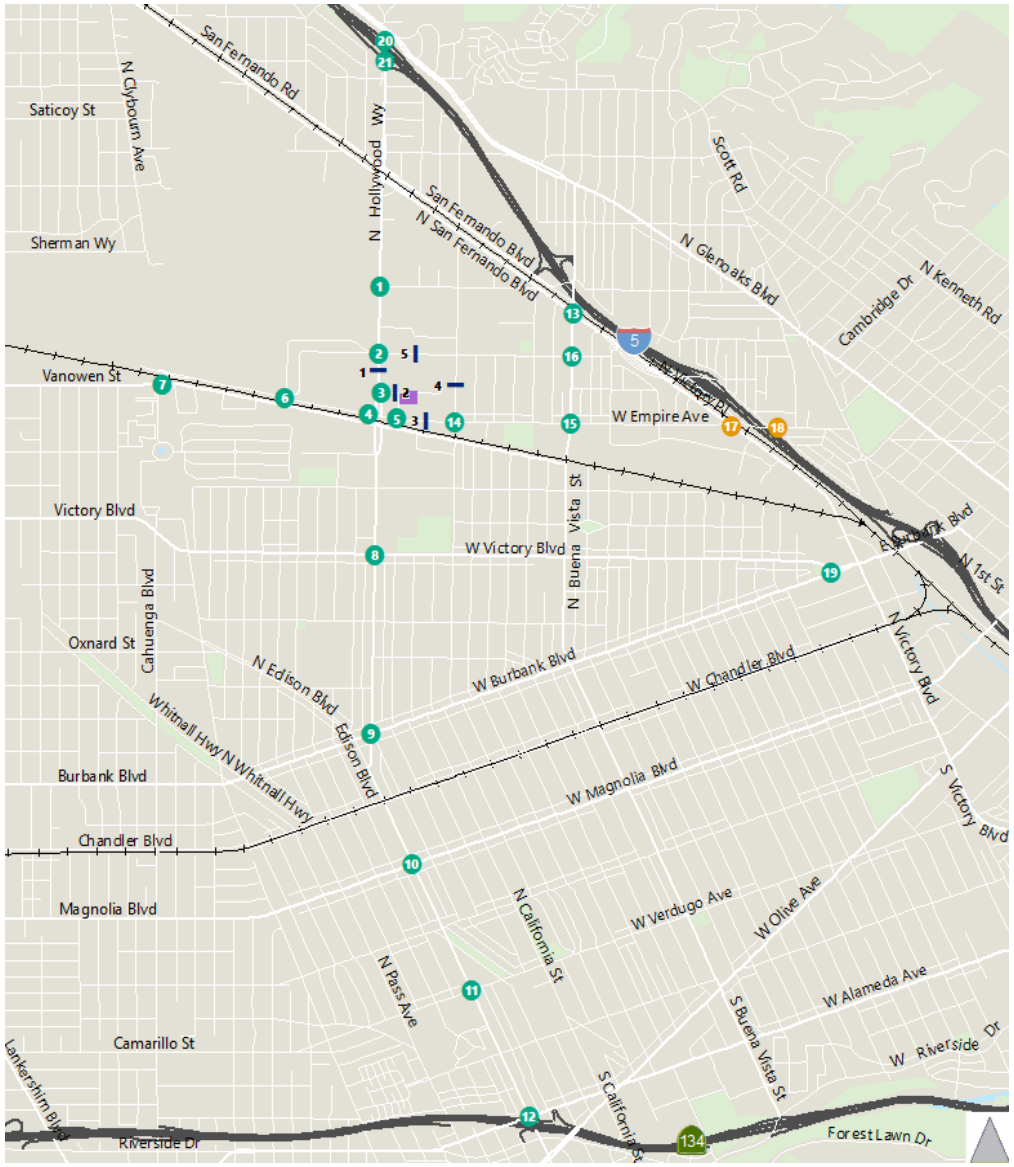
This section presents the Future Base conditions traffic volumes and the resulting level of service conditions at each of the study intersections. Detailed intersection traffic analysis LOS calculations are provided in Appendix B.

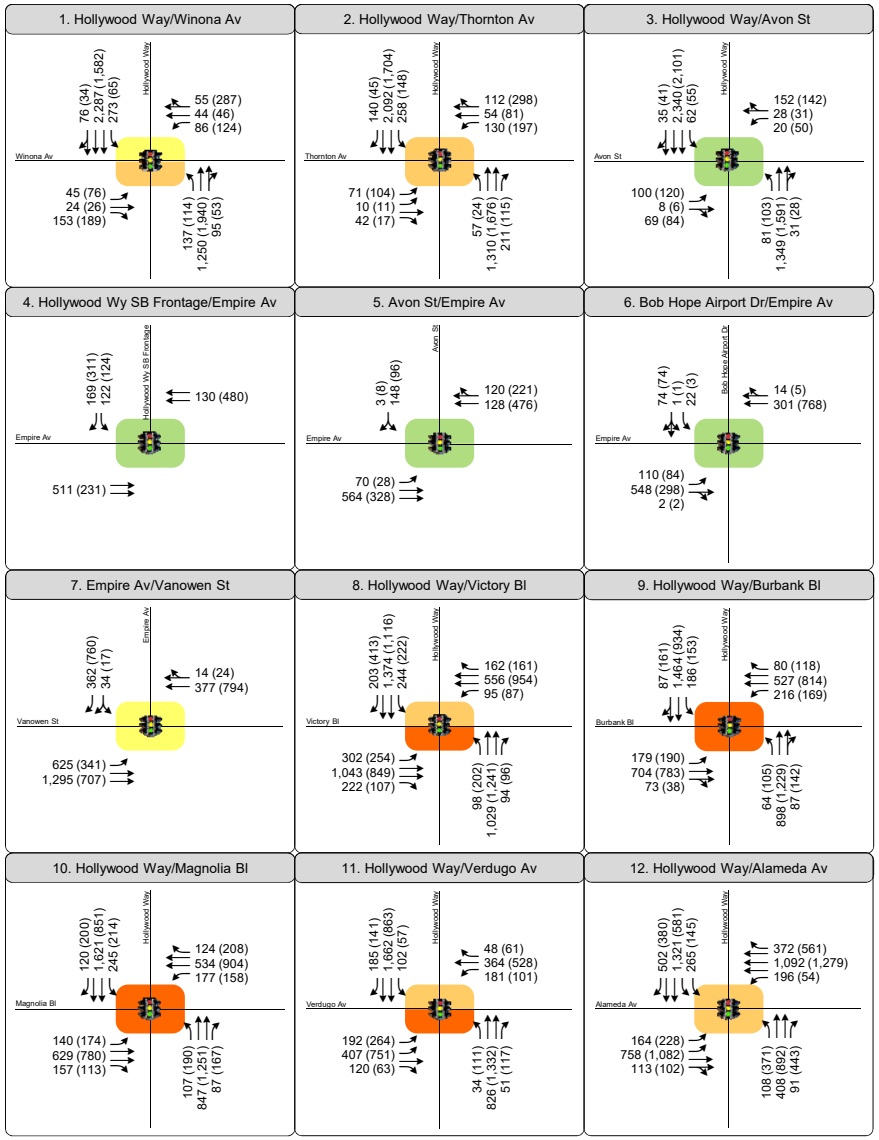
Intersection Traffic Volumes and Level of Service

Figure 15 illustrates the Future Base year 2028 weekday AM and PM peak hour traffic volumes for the analyzed intersections. The Future Base traffic conditions represent an estimate of future conditions without the proposed project.

The year 2028 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio or delay and LOS for each of the analyzed intersections. Table 6 summarizes the Future Base LOS for study intersections. As indicated in Table 6, 10 of the 20 signalized study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following nine intersections are projected to operate at LOS E or worse during one or both of the peak hours:

1. North Hollywood Way & Winona Avenue
2. North Hollywood Way & Thornton Avenue
8. North Hollywood Way & Victory Boulevard
9. North Hollywood Way & Burbank Boulevard
10. North Hollywood Way & Magnolia Boulevard
11. North Hollywood Way & Verdugo Avenue
12. North Hollywood Way & West Alameda Avenue
13. North Buena Vista Street & North San Fernando Boulevard
19. West Burbank Boulevard & Victory Boulevard





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

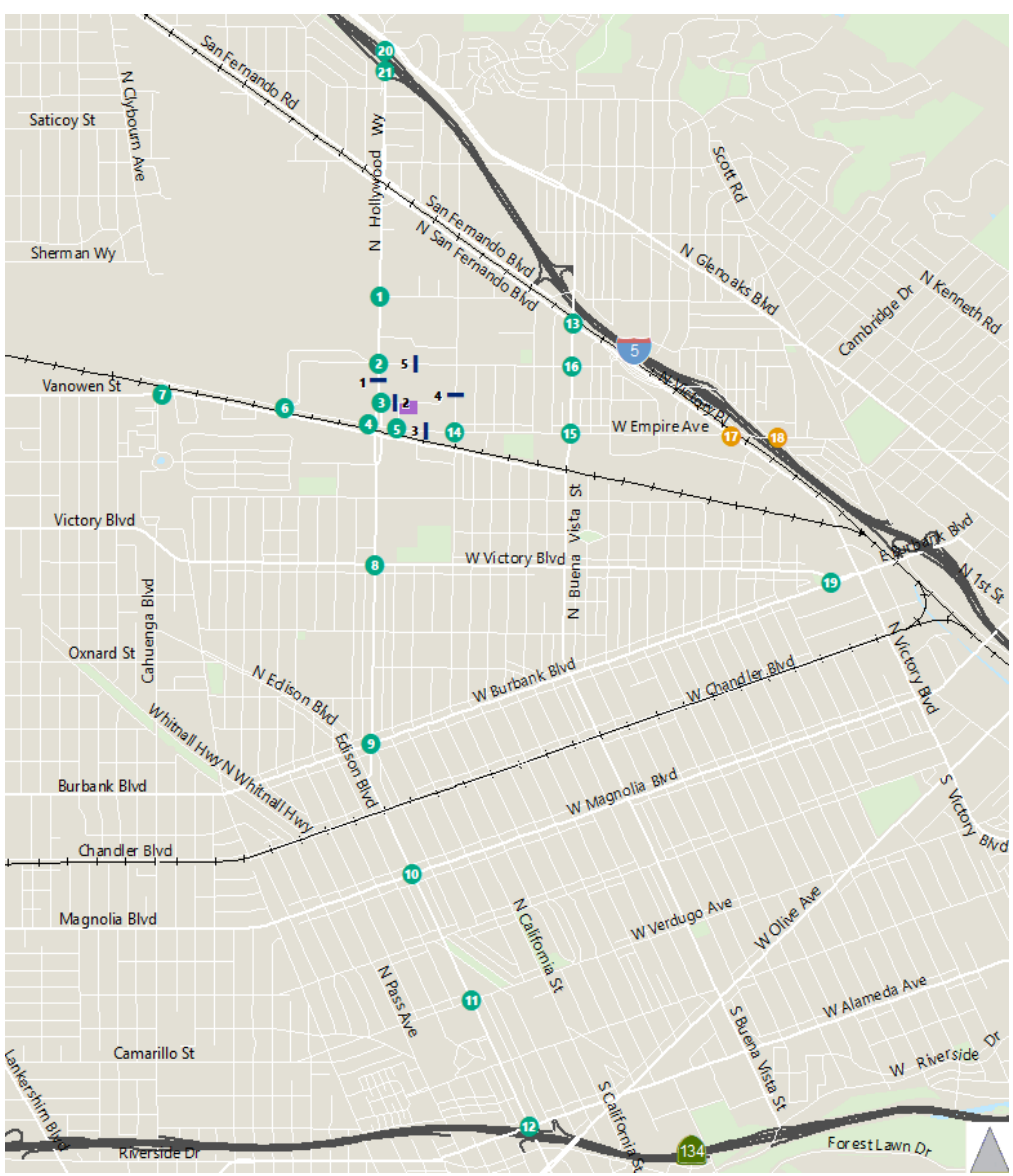
AM (PM) Volumes

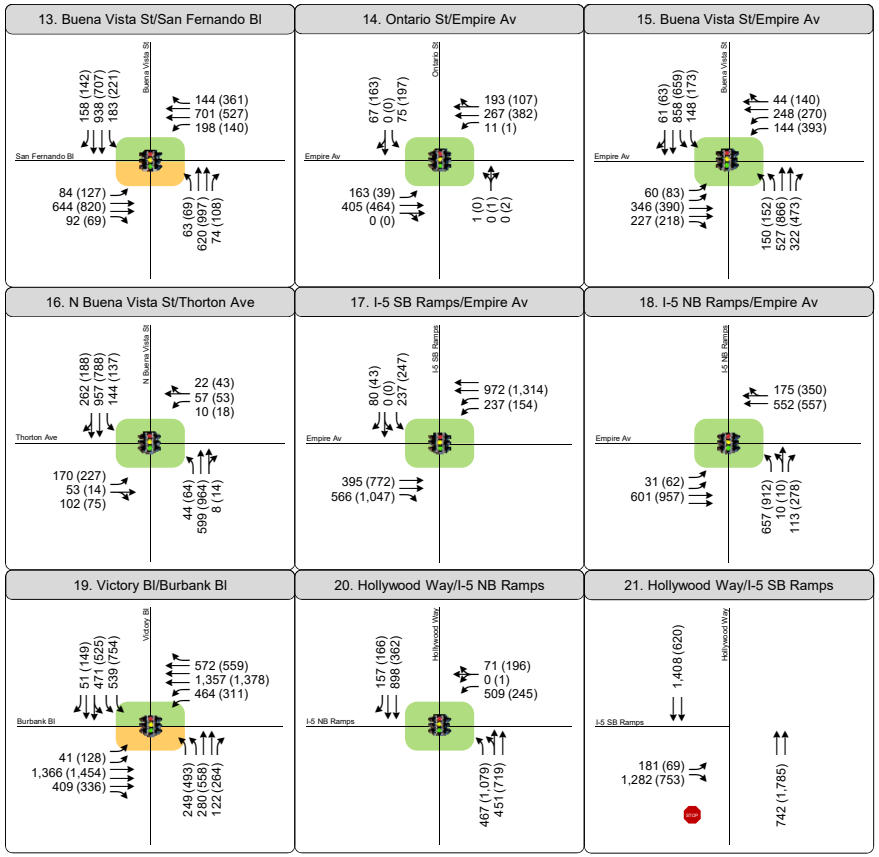
Level of Service

AM PM | A-C | D | E | F

Figure 15

Peak Hour Volumes and Lane Configurations
Future Base - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

AM (PM) Volumes

Level of Service

AM PM | A-C | D | E | F

Figure 15

Peak Hour Volumes and Lane Configurations
Future Base - AM (PM)

TABLE 6
FUTURE (2028) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION [a]	Jurisdiction [b,c]	PEAK HOUR	Future Base (2028)	
				V/C	LOS
1	Hollywood Wy & Winona Av	Burbank	AM	0.815	D
			PM	0.980	E
2	Hollywood Wy & Thornton Av	Burbank	AM	0.909	E
			PM	0.956	E
3	Hollywood Wy & Avon St	Burbank	AM	0.793	C
			PM	0.796	C
4	Hollywood Wy SB Frontage & Empire Av	Burbank	AM	0.283	A
			PM	0.367	A
5	Avon St & Empire Av	Burbank	AM	0.304	A
			PM	0.332	A
6	Bob Hope Airport Dr & Empire Av	Burbank	AM	0.456	A
			PM	0.400	A
7	Empire Av & Vanowen St	Burbank	AM	0.871	D
			PM	0.894	D
		Los Angeles	AM	0.600	A
			PM	0.680	B
8	Hollywood Wy & Victory Bl	Burbank	AM	0.999	E
			PM	1.122	F
9	Hollywood Wy & Burbank Bl	Burbank	AM	1.030	F
			PM	1.024	F
10	Hollywood Wy & Magnolia Bl	Burbank	AM	1.005	F
			PM	1.045	F
11	Hollywood Wy & Verdugo Av	Burbank	AM	0.918	E
			PM	1.014	F
12	Hollywood Wy & Alameda Av	Burbank	AM	0.998	E
			PM	0.961	E
13	Buena Vista St & San Fernando Bl	Burbank	AM	0.750	C
			PM	0.905	E
14	Ontario St & Empire Av	Burbank	AM	0.329	A
			PM	0.339	A
15	Buena Vista St & Empire Av	Burbank	AM	0.605	B
			PM	0.686	B
16	N Buena Vista St & Thorton Av	Burbank	AM	0.590	A
			PM	0.620	B
17	I-5 SB Ramps & Empire Av	Burbank/Caltrans	AM	0.433	A
			PM	0.556	A
18	I-5 NB Ramps & Empire Av	Burbank/Caltrans	AM	0.524	A
			PM	0.698	B
19	Victory Bl & Burbank Bl	Burbank	AM	0.796	C
			PM	0.908	E
20	Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.633	B
			PM	0.602	B

Notes:
[a] All intersections shown are signalized
[b] 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
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
[c] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

FUTURE PLUS PROJECT TRAFFIC CONDITIONS

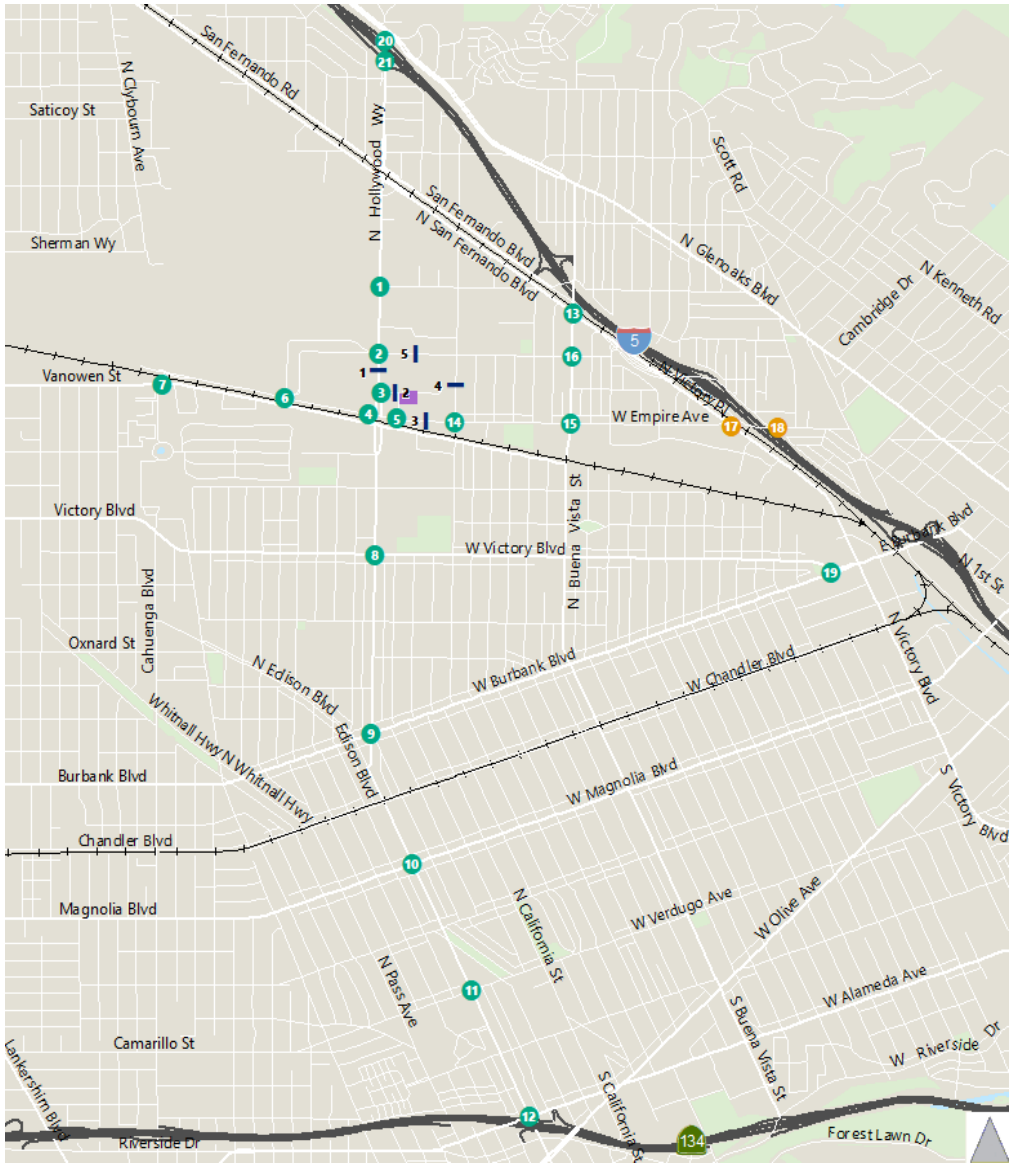
This section presents the Future (2028) plus Project conditions traffic volumes and the resulting level of service conditions at each of the study intersections. Detailed intersection traffic analysis LOS calculations are provided in Appendix B.

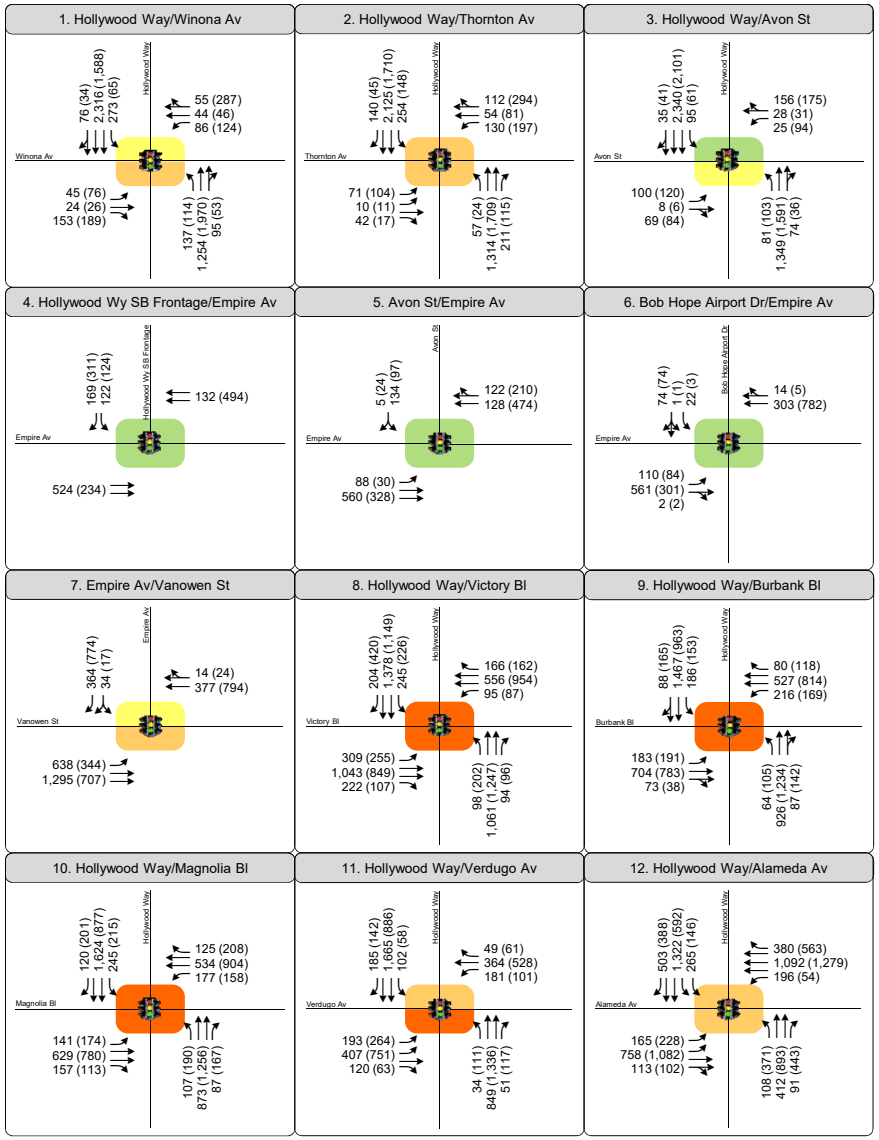
Intersection Traffic Volumes and Level of Service

The project-generated traffic volumes, shown on Figure 8, differ from the Existing plus Project conditions due to the new access provided on I-5 at Empire Avenue. These volumes were added to the 2028 Future Base traffic volumes illustrated in Figure 15 to develop Future plus Project peak hour traffic volumes. Future plus Project traffic volumes during the AM and PM peak hours are shown on Figure 16.

The resulting Future plus Project peak hour traffic volumes were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. Table 7 summarizes the Existing plus Project LOS for study intersections. As indicated, 10 of the 20 signalized study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following 10 intersections are projected to operate at LOS E or worse during one or both peak hours:

1. North Hollywood Way & Winona Avenue
2. North Hollywood Way & Thornton Avenue
7. Empire Avenue & Vanowen Street
8. North Hollywood Way & Victory Boulevard
9. North Hollywood Way & Burbank Boulevard
10. North Hollywood Way & Magnolia Boulevard
11. North Hollywood Way & Verdugo Avenue
12. North Hollywood Way & West Alameda Avenue
13. North Buena Vista Street & North San Fernando Boulevard
19. West Burbank Boulevard & Victory Boulevard





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

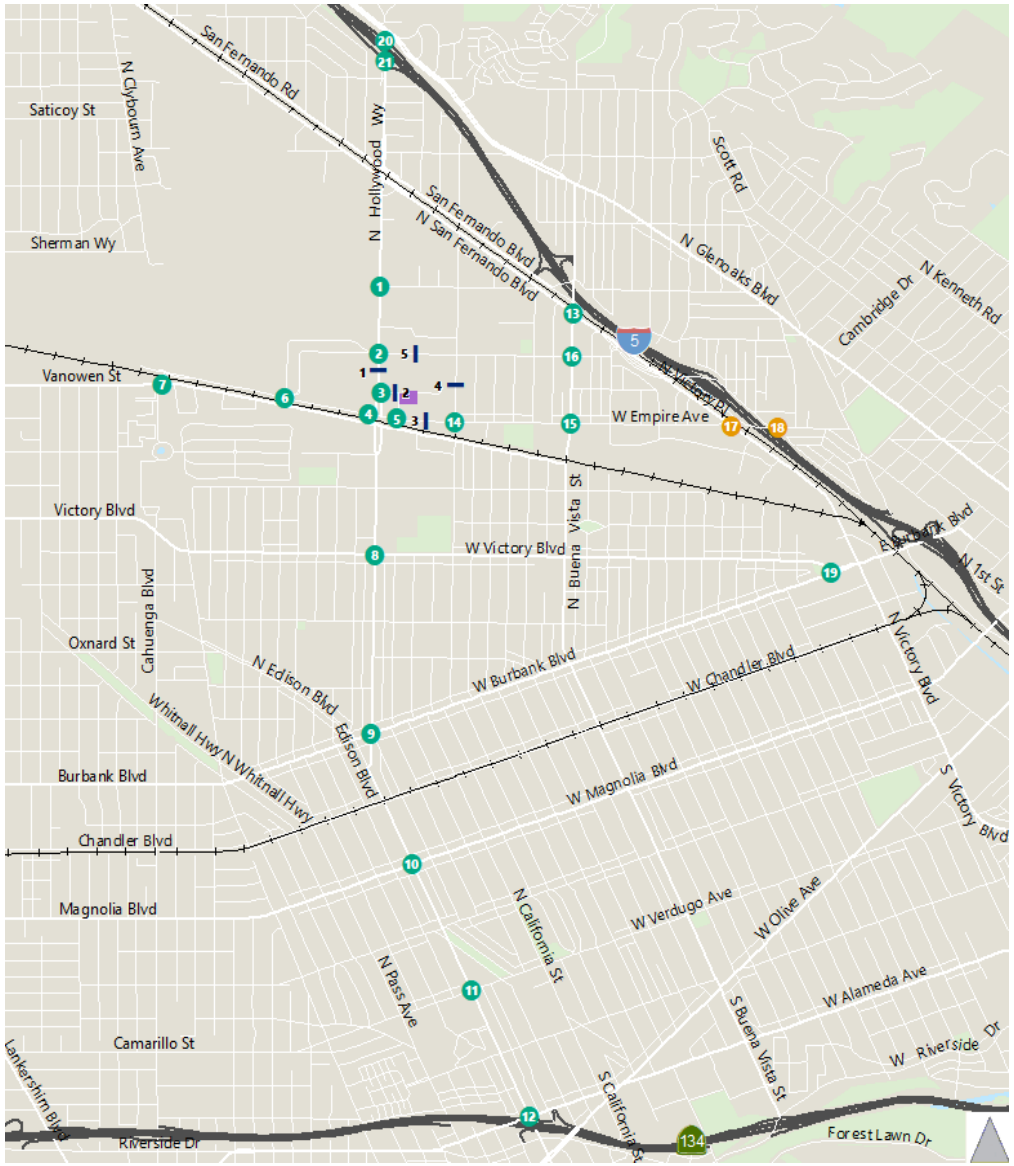
AM (PM) Volumes

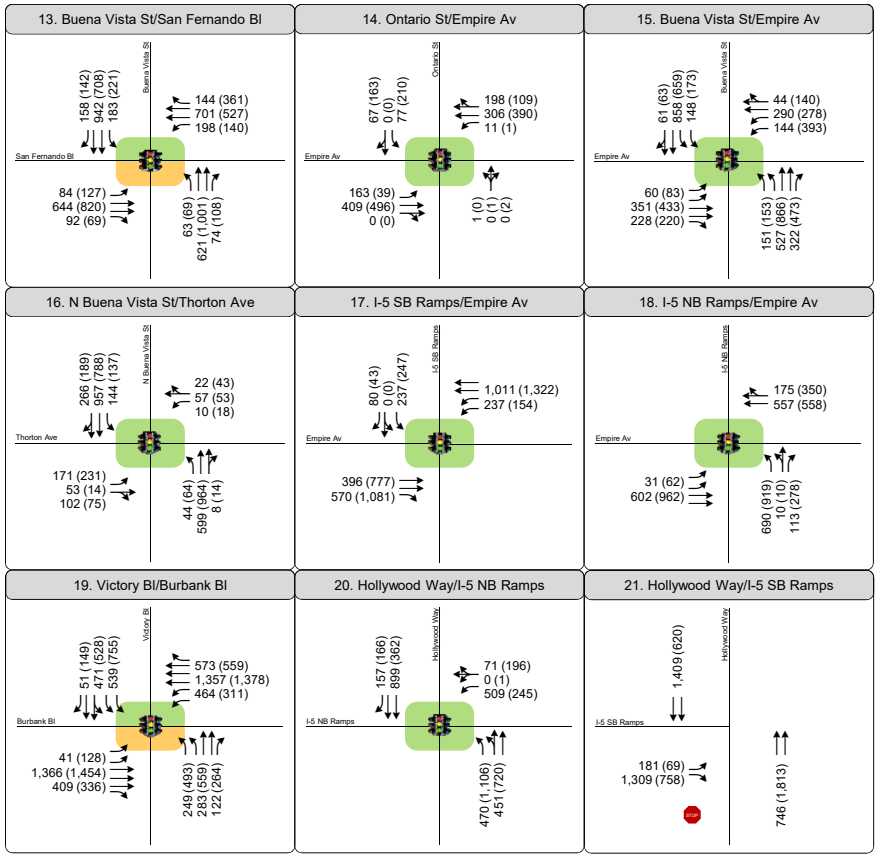
Level of Service

AM PM | A-C | D | E | F

Figure 16

Peak Hour Volumes and Lane Configurations
Future plus Project - AM (PM)





Existing Intersection
Future Intersection
Study Segment
Project Site

Lane Configuration

AM (PM) Volumes

Level of Service

AM PM | A-C | D | E | F

Figure 16

Peak Hour Volumes and Lane Configurations
Future plus Project - AM (PM)

TABLE 7
FUTURE (2028) + PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION [a]	Jurisdiction [b,c]	PEAK HOUR	Future Base (2028)		Future (2028) + Project		Impacts	
				V/C	LOS	V/C	LOS	Change in V/C	Significant?
1	Hollywood Wy & Winona Av	Burbank	AM	0.815	D	0.816	D	0.001	No
			PM	0.980	E	0.990	E	0.010	**Yes**
2	Hollywood Wy & Thornton Av	Burbank	AM	0.909	E	0.921	E	0.012	**Yes**
			PM	0.956	E	0.965	E	0.009	No
3	Hollywood Wy & Avon St	Burbank	AM	0.793	C	0.796	C	0.003	No
			PM	0.796	C	0.826	D	0.030	**Yes**
4	Hollywood Wy SB Frontage & Empire Av	Burbank	AM	0.283	A	0.287	A	0.004	No
			PM	0.367	A	0.372	A	0.005	No
5	Avon St & Empire Av	Burbank	AM	0.304	A	0.294	A	-0.010	No
			PM	0.332	A	0.346	A	0.014	No
6	Bob Hope Airport Dr & Empire Av	Burbank	AM	0.456	A	0.465	A	0.009	No
			PM	0.400	A	0.405	A	0.005	No
7	Empire Av & Vanowen St	Burbank	AM	0.871	D	0.883	D	0.012	No
			PM	0.894	D	0.902	E	0.008	No
		Los Angeles	AM	0.600	A	0.609	B	0.009	No
			PM	0.680	B	0.686	B	0.006	No
8	Hollywood Wy & Victory Bl	Burbank	AM	0.999	E	1.001	F	0.002	No
			PM	1.122	F	1.128	F	0.006	**Yes**
9	Hollywood Wy & Burbank Bl	Burbank	AM	1.030	F	1.031	F	0.001	No
			PM	1.024	F	1.026	F	0.002	No
10	Hollywood Wy & Magnolia Bl	Burbank	AM	1.005	F	1.006	F	0.001	No
			PM	1.045	F	1.047	F	0.002	No
11	Hollywood Wy & Verdugo Av	Burbank	AM	0.918	E	0.920	E	0.002	No
			PM	1.014	F	1.016	F	0.002	No
12	Hollywood Wy & Alameda Av	Burbank	AM	0.998	E	0.999	E	0.001	No
			PM	0.961	E	0.966	E	0.005	No
13	Buena Vista St & San Fernando Bl	Burbank	AM	0.750	C	0.752	C	0.002	No
			PM	0.905	E	0.907	E	0.002	No
14	Ontario St & Empire Av	Burbank	AM	0.329	A	0.346	A	0.017	No
			PM	0.339	A	0.352	A	0.013	No
15	Buena Vista St & Empire Av	Burbank	AM	0.605	B	0.606	B	0.001	No
			PM	0.686	B	0.688	B	0.002	No
16	N Buena Vista St & Thorton Av	Burbank	AM	0.590	A	0.592	A	0.002	No
			PM	0.620	B	0.623	B	0.003	No
17	I-5 SB Ramps & Empire Av	Burbank/Caltrans	AM	0.433	A	0.446	A	0.013	No
			PM	0.556	A	0.559	A	0.003	No
18	I-5 NB Ramps & Empire Av	Burbank/Caltrans	AM	0.524	A	0.539	A	0.015	No
			PM	0.698	B	0.701	C	0.003	No
19	Victory Bl & Burbank Bl	Burbank	AM	0.796	C	0.797	C	0.001	No
			PM	0.908	E	0.909	E	0.001	No
20	Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.633	B	0.635	B	0.002	No
			PM	0.602	B	0.609	B	0.007	No

Notes:
Volumes are the average of two sets of January 2017 and April 2017 weekday counts
[a] All intersections shown are signalized
[b] 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
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
[c] For signalized intersections on the boarder between the City of Los Angeles and the City of Burbank, both methodologies are applied

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 and City of Los Angeles.

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 4 after applying the aforementioned City of Burbank significant impact criteria, the proposed project would not result in any significant impacts to the study intersections under Existing plus Project conditions.

None of the intersections are considered Affected Intersections as none of the intersections operating at LOS C or better experience a project related V/C increase equal to or greater than 0.040.

FUTURE PLUS PROJECT INTERSECTION IMPACTS

As shown in Table 6 after applying the aforementioned City of Burbank significant impact criteria, the proposed project would result in significant impacts at the following four study intersections under Future plus Project conditions:

1. North Hollywood Way & Winona Avenue
2. North Hollywood Way & Thornton Avenue
3. North Hollywood Way & Avon Street
8. North Hollywood Way & Victory Boulevard

None of the intersections are considered Affected Intersections as none of the intersections operating at LOS C or better experience a project-related V/C increase equal to or greater than 0.040.

PROPOSED MITIGATION MEASURES

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

As shown in Table 8, significant impacts were identified at four locations under Future plus Project conditions. The following sections describe the proposed mitigation measures.

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.

Figure 17 shows the potential mitigation geometry for Future plus Projects with Mitigations. Each physical mitigation is discussed below within the context of General Plan goals and a set of screening criteria is applied to determine if a mitigation is feasible.

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 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.

All mitigation measures were evaluated using the *LOS Exceptions: Policy Based Screening Analysis* described in the City General Plan. The exemptions are as follows:

(1) Right-of-Way Needs

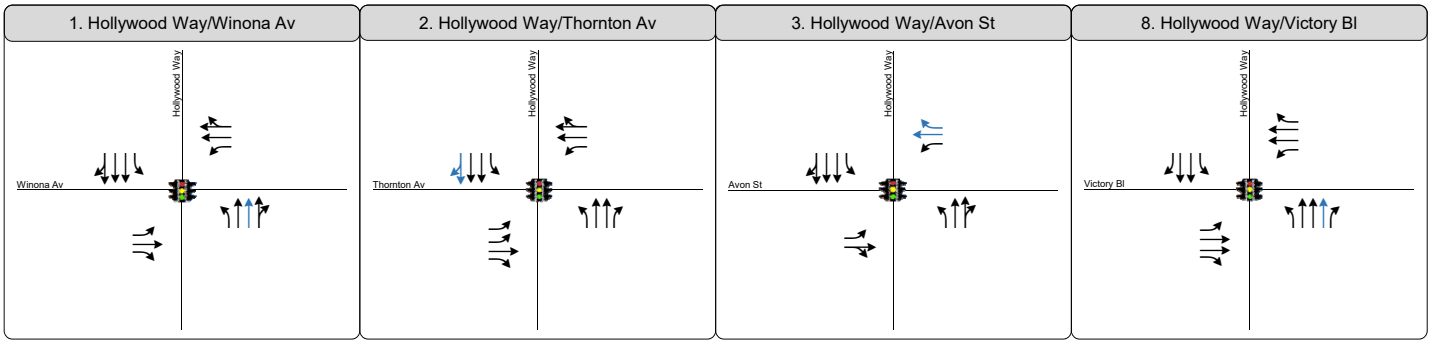
A policy conflict is triggered if any right-of-way acquisition is needed to implement the proposed mitigation, assuming lane width minimum and 6-foot sidewalks.

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.

TABLE 8 SIGNIFICANT IMPACTS AT STUDY INTERSECTIONS				
NO.	**INTERSECTION**	**PEAK HOUR**	**EXISTING (2017) + PROJECT**	**FUTURE (2028) + PROJECT**
1	Hollywood Wy & Winona Av	AM	No	No
		PM	No	**Yes**
2	Hollywood Wy & Thornton Av	AM	No	**Yes**
		PM	No	No
3	Hollywood Wy & Avon St	AM	No	No
		PM	No	**Yes**
8	Hollywood Wy & Victory Bl	AM	No	No
		PM	No	**Yes**



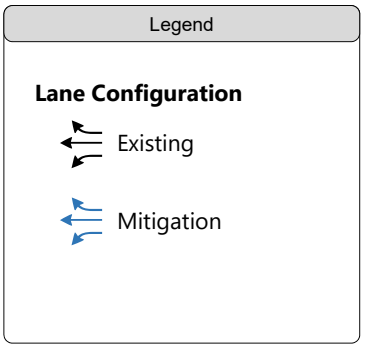


Figure 17

Lane Configurations
Potential Mitigations

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.

(2) 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.

(3) 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 Street & Empire Avenue and Buena Vista Street & Victory Boulevard 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.

For intersection mitigations within the City of Burbank that passed the policy based screening analysis, conceptual drawings of the proposed improvements are shown in Figure 18 and Figure 19 and an HCM evaluation is shown in Table 9. The potential mitigation measures were evaluated against this policy based screening analysis, as shown in Table 10.

#1 Hollywood Way & Winona Avenue. In order to mitigate the impact at Hollywood Way & Winona Avenue to a less than significant level, it could be widened and restriped at the northbound approach to include one left-turn lane, two through lanes, one through/right lane. The restriping of northbound Hollywood Way would provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. 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.

Figure 18 shows conceptual drawings of the proposed improvements.

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 Future plus Project conditions.

#2 Hollywood Way & Thornton Avenue. In order to mitigate the impact at Hollywood Way & Thornton Avenue to a less than significant level, it could be restriped at the southbound approach to include one left-turn lane, two through lanes, and one through/right lane. 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 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 the existing bicycle 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. Figure **19** shows conceptual drawings of the proposed improvements.

#3 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 Complete Streets and the Right-of-Way Needs portions of the policy based screening analysis, and is considered ***significant and unavoidable.***

#8 Hollywood Way & Victory Avenue. 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 approach. The northbound 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 lanes. In order to accommodate this mitigation, the street would need to be at widened to at least 80 feet, which would require narrowing sidewalks by 12 feet. Therefore, this mitigation conflicts with the Complete Streets portion of the policy based screening analysis. The mitigation would also conflict with the Right-of-Way and 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.***

TABLE 9
HIGHWAY CAPACITY MANUAL EVALUATION OF POTENTIAL MITIGATIONS

NO.	INTERSECTION [a]	JURISDICTION [b]	PEAK HOUR	Future (2028)		Future (2028) + Project		Future + Project + Mitigations		Change in Delay
				Delay	LOS	Delay	LOS	Delay	LOS	
1	N Hollywood Way & Winona Ave	Burbank	AM	21.4	C	21.6	C	19.5	B	-1.9
			PM	21.1	C	21.5	C	16.4	B	-4.7
2	N Hollywood Way & Thornton Ave	Burbank	AM	52.7	D	54.9	D	35.8	D	-16.9
			PM	50.3	D	50.1	D	46.5	D	-3.8
3	N Hollywood Way & Avon St	Burbank	AM	29.1	C	27.1	C	25.3	C	-3.8
			PM	26.8	C	29.1	C	26.1	C	-0.7

Notes:

[a] All intersections are signalized.

[b] Analysis conducted applying HCM methodology.

TABLE 10
MITIGATION POLICY-BASED SCREENING ANALYSIS

NO.	INTERSECTION	Project or Future Impact?	Physical Mitigation Conflicts with General Plan Policies				Conflicts with ROW or 2 Policies
			Right-of-way [a] (6' min. sidewalk)	Scale & Design [b]	Complete Streets [c]	Pedestrian Opportunities [d]	
1	Hollywood Wy & Winona Av	Future	NO	NO	NO	NO	NO
2	Hollywood Wy & Thornton Av	Future	NO	NO	NO	NO	NO
3	Hollywood Wy & Avon St	Future	**YES**	NO	**YES**	NO	**YES**
8	Hollywood Wy & Victory Bl	Future	**YES**	**YES**	**YES**	NO	**YES**

Notes:

Burbank2035 provides the City with a framework to determine if intersection improvements are infeasible due to right-of-way constraints or conflict with community values.

[a] Right-of-Way needs: A policy conflict is triggered if any r-o-w acquisition is needed to implement the proposed mitigation, assuming lane width minimums and 6' sidewalks.

Supporting Policies: Mobility Element (Policy 1.2): Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way (ROW) are infeasible; and

Mobility Element (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.

[b] Scale & 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 Policies: Mobility Element (Policy 1.5): Design transportation improvements to be compatible with the scale and design of existing infrastructure.

[c] 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 lanes widths, or greatly disturb transit/bus stop locations.

Supporting Policies: Mobility Element (Policy 3.2): Complete city street by providing facilities for all transportation modes; and

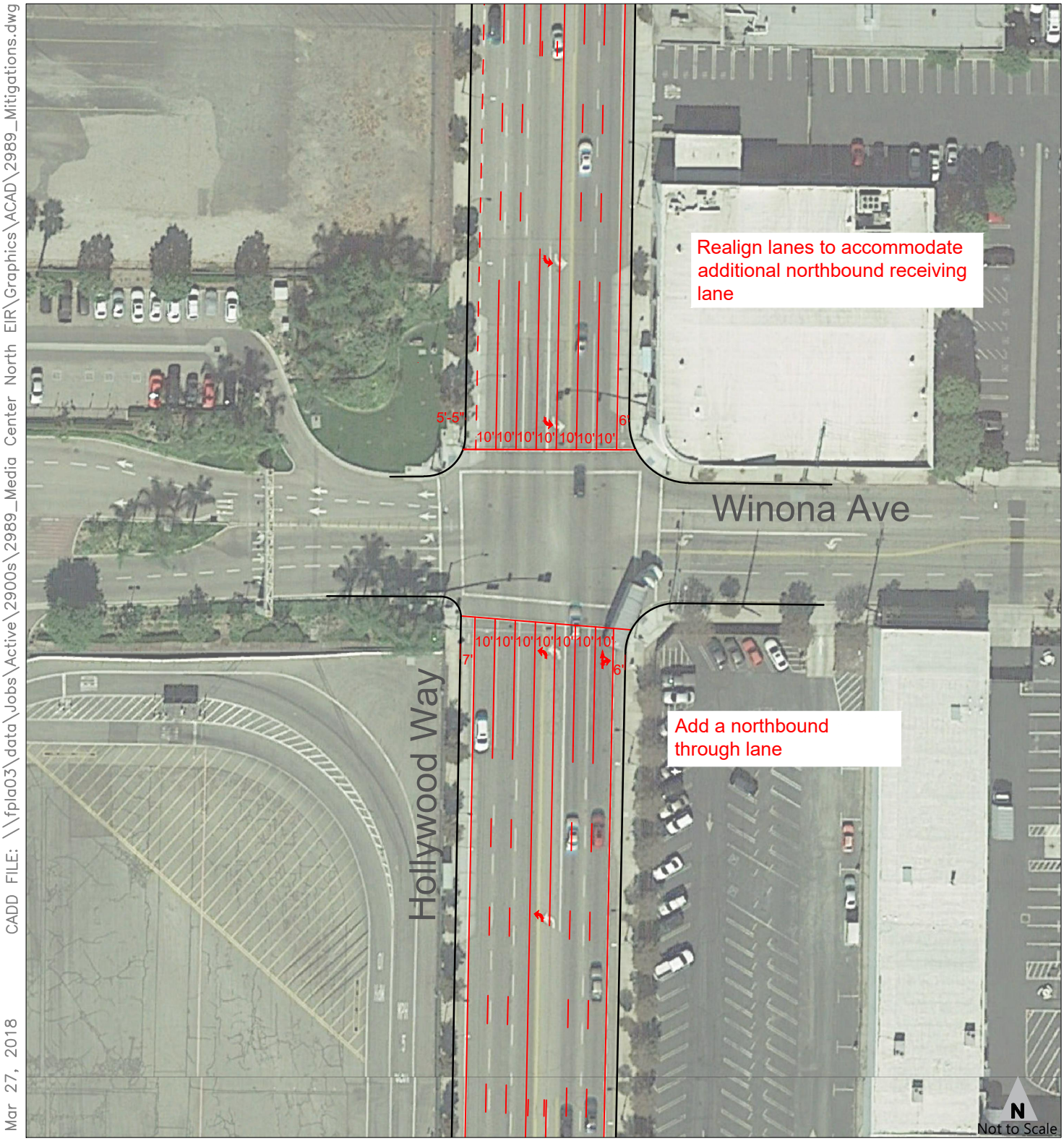
Land Use Element (Policy 4.1): Maintain complete streets that create functional place meeting the needs of pedestrians, bicyclists, wheelchair users, equestrian, and motorists.

[d] 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 Policies: Mobility Element (Policy 3.3): Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations; and

Mobility Element (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; and

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

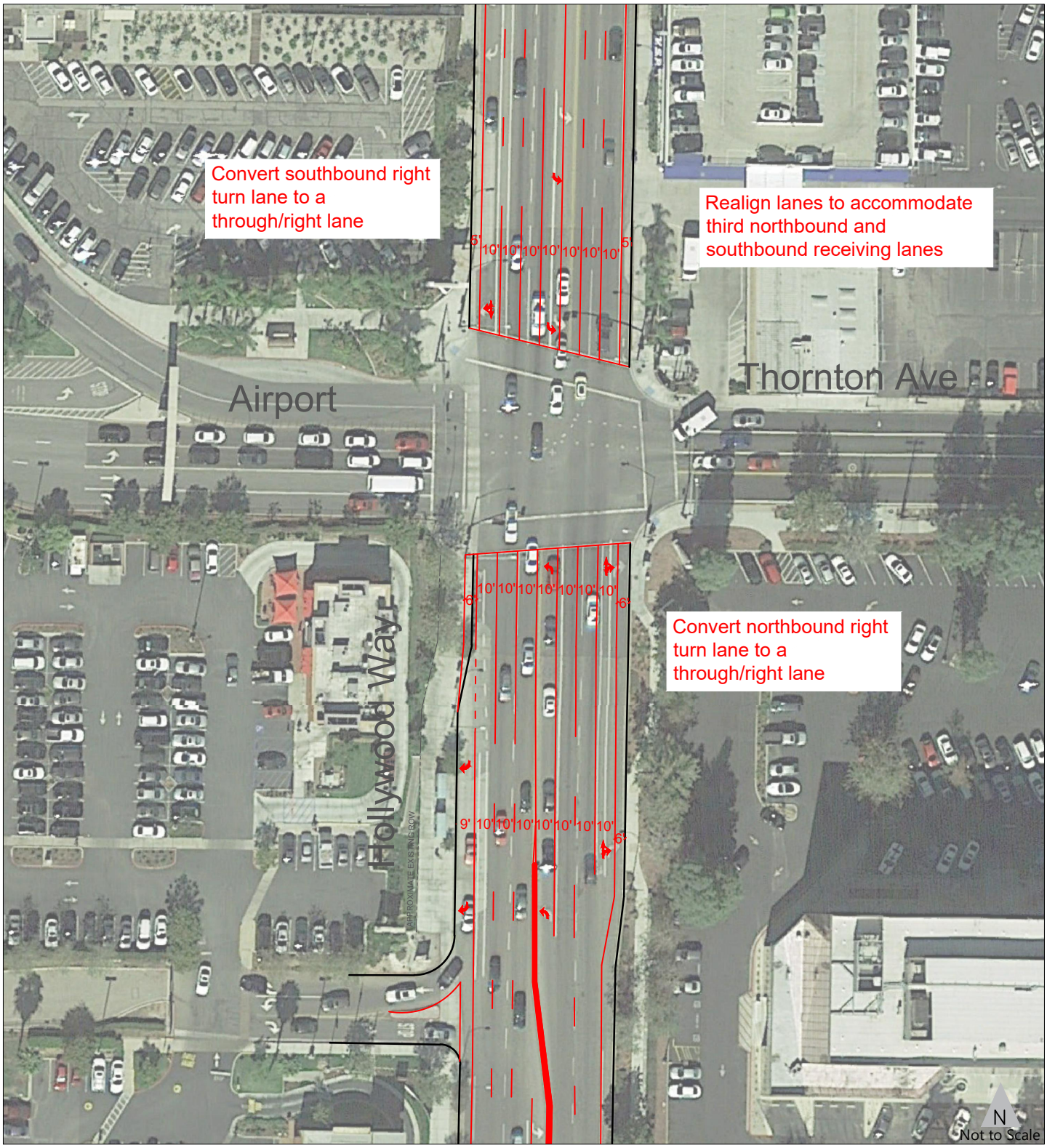


Mar 27, 2018 CADD FILE: \\fpla03\data\Jobs\Active\2900s\2989_Media Center North EIR\Graphics\ACAD\2989_Mitigations.dwg

Figure 18

Proposed Mitigation Measure
Hollywood Way & Winona Avenue
Study Intersection #1

CONCEPTUAL DRAWING ONLY
NOT FOR CONSTRUCTION



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Aug 06, 2018

Figure 19

Proposed Mitigation Measure
Hollywood Way & Thornton Ave
Study Intersection #2

CONCEPTUAL DRAWING ONLY
NOT FOR CONSTRUCTION

EFFECTIVENESS OF MITIGATION MEASURES

Projected Future plus Project intersection operating conditions with the mitigation strategies are shown in Table 9 used to determine transportation impacts. For informational purposes, shows the reduction in delay (HCM 2010 methodology) at each intersection associated with the feasible mitigations. As discussed above, under Future plus Project conditions, the proposed feasible mitigation measures could eliminate impacts if implemented at the following intersections:

1. North Hollywood Way & Winona Avenue
2. North Hollywood Way & Thornton Avenue

The following intersection would be considered to have significant and unavoidable impacts under Future conditions:

3. North Hollywood Way & Avon Street
8. North Hollywood Way & Victory Boulevard

FREEWAY RAMP QUEUING ADJACENT TO PROJECT SITE

A freeway ramp queuing analysis was conducted at two freeway ramp terminal intersections under the Existing and Existing plus Project conditions, and at four 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 C.

Table 11 A-C show the results of the analysis. Based on the analysis, the one ramps would experience queuing greater than the available storage during all four scenarios, Intersection #21: North Hollywood Way & I-5 Southbound Off-Ramp.

As the queue analysis estimates queues that exceed the ramp storage in the existing scenarios, there is no project or future impact at this location. Intersection #21: North Hollywood Way & I-5 Southbound Off-Ramp was tested with both the existing stop-control and with a signal. As shown in Table 11C, with the implementation of the signal at this intersection, queuing does not exceed the ramp storage.

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 was conducted at the unsignalized study intersection, Intersection #21: North Hollywood Way & I-5 Southbound Off-Ramp. The results of the analysis are presented in Table 12, and detailed signal warrant analysis sheets are shown in Appendix E. As shown in Table 12, a signal warrant is met at North Hollywood Way & I-5 SB Off-Ramp under all analysis scenarios.

TABLE 11A
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES - EXISTING PLUS PROJECT

Intersection Number	Ramp	Cross Street	Control	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection		Existing 95th Percentile Queue				Queue Exceeds Storage?	Existing + Project 95th Percentile Queue				Queue Exceeds Storage?
							AM		PM			AM		PM		
					Lanes	Move	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	
20	I-5 Northbound Off-Ramp	Hollywood Way	Signal	860	2	Left/Right Left	183 106	183	202 83	202	No	183 106	183	202 83	202	No
21	I-5 Southbound Off-Ramp	Hollywood Way	Stop Controlled	1300	2	Left Right	353 2128	2128	48 298	298	**Yes**	353 2220	2220	50 305	305	**Yes**

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

TABLE 11B
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES - FUTURE PLUS PROJECT

Intersection Number	Ramp	Cross Street	Control	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection		Future (2028) 95th Percentile Queue				Queue Exceeds Storage?	Future (2028) + Project 95th Percentile Queue				Queue Exceeds Storage?
							AM		PM			AM		PM		
					Lanes	Move	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	
17	I-5 Northbound Off-Ramp	Empire Ave	Signal	650	3	Left Through/Left Right	92 92 31	92	160 160 28	160	No	94 94 32	94	160 160 28	160	No
18	I-5 Southbound Off-Ramp	Empire Ave	Signal	1800	3	Left Through/Left Right	256 254 32	256	452 443 197	452	No	275 272 33	275	457 448 198	457	No
20	I-5 Northbound Off-Ramp	Hollywood Way	Signal	860	2	Left/Right Left	288 168	288	243 84	243	No	288 168	288	243 84	243	No
21	I-5 Southbound Off-Ramp	Hollywood Way	Stop Controlled	1300	2	Left Right	523 3370	3370	110 753	753	**Yes**	525 3465	3465	115 768	768	**Yes**

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

TABLE 11C
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES WITH SIGNAL

Intersection Number	Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection		Existing 95th Percentile Queue				Queue Exceeds Storage?	Existing + Project 95th Percentile Queue				Queue Exceeds Storage?
						AM		PM			AM		PM		
				Lanes	Move	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	
21	I-5 Southbound Off-Ramp	Hollywood Way	1300	2	Left Right	71 850	850	65 460	460	**No**	71 881	881	65 496	496	**No**

Intersection Number	Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection		Future (2028) 95th Percentile Queue				Queue Exceeds Storage?	Future (2028) + Project 95th Percentile Queue				Queue Exceeds Storage?
						AM		PM			AM		PM		
				Lanes	Move	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)		Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	
21	I-5 Southbound Off-Ramp	Hollywood Way	1300	2	Left Right	76 1166	1166	69 839	839	**No**	76 1196	1196	69 848	848	**No**

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

TABLE 12
INTERSECTION SIGNAL WARRANT ANALYSIS

NO.	Name	Existing (2017) Warrant Met?		Existing (2017) plus Project Warrant Met?		Future (2028) Warrant Met?		Future (2028) plus Project Warrant Met?	
		AM	PM	AM	PM	AM	PM	AM	PM
21	N Hollywood Way & I-5 SB Off-Ramp	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**

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.

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

(1) Hollywood Way & Winona Avenue (SB)
(2) 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 Burbank Bus'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. 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 General Plan includes policies supporting the development of alternative transportation programs. Key goals and objectives described by the Circulation/Transportation 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. No physical mitigation measures have been proposed at study intersections that would eliminate or alter these bicycle facilities. Therefore, no existing bicycle facilities would be impacted by the development of the project site. The impact is less than significant.

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. 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 Avon Street, Empire Avenue, and Ontario Street. The pedestrian network will be maintained along these ways. Since no existing pedestrian facilities would be affected by the project, the project impact is less than significant.

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 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.

As shown in Table 13, the project proposes to provide 162 net new parking spaces in the proposed addition to the subterranean parking structure on the project site. The 162 spaces will bring the total parking supply onsite to 2,818 total spaces, which is 69 more spaces than required by the City of Burbank's code.

SITE ACCESS AND CIRCULATION

As shown in Figure 2, the proposed project includes a new driveway along Avon Street, one existing driveway along Empire Avenue and two existing driveways along Ontario Street. Access to the entire site is available at each driveway as the entire parking garage is interconnected. All of the access driveways are unsignalized and there are no turn restrictions at any of the driveways.

Sidewalks are provided along Avon Street, Empire Avenue and Ontario Street adjacent to the site. Within the site there are several sidewalks that provide access to the existing and proposed buildings through the internal open space area.

Traffic counts at Empire Avenue and the existing driveway, and at Ontario Street and the existing southern driveway were collected in December 2017. Parking usage information at each existing driveway was provided by the project applicant and used to estimate the traffic volumes at Ontario Street and the existing northern driveway. Driveway redistributions described in Chapter 3 were applied to the plus project conditions along with traffic from the proposed project at each driveway.

Table 14 provides the anticipated levels of service at the proposed and existing unsignalized driveways. All unsignalized driveways are anticipated to operate at LOS D or better during Existing plus Project and Future plus Project conditions. LOS worksheets for driveways are provided in Appendix E.

TABLE 13
VEHICLE PARKING SPACES REQUIRED BY CITY CODE

	Code Requirement	Project Size	Required Vehicle Spaces	Provided Vehicle Spaces	On-site Surplus/(Shortfall)
General Office					
Existing Office Building - 3100 Thornton Ave	[a]		400	539	139
Existing Office Building - 2255 N Ontario St	3 spaces/ ksf [b]	201.300 ksf	604	623	19
Existing Office Building - 2233 N Ontario St	3 spaces/ ksf [b]	83.464 ksf	250	415	165
Existing Office Building - 3333 Empire Ave	3 spaces/ ksf [b]	176.589 ksf	530	511	(19)
Existing Office Building - 3355 Empire Ave	3 spaces/ ksf [b]	161.200 ksf	484	568	84
Proposed New Office Building	3 spaces/ room [b]	160.447 room	481	162	(319)
Total (Existing + Proposed) Office Building		**783.000 ksf**	**2,749**	**2,818**	**69**

Notes:

[a] Number of parking spaces provided for the existing building when originally constructed (per 1968 Building Permit)

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

TABLE 14
DRIVEWAY LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	Existing + Project		Future + Project	
			Delay	LOS	Delay	LOS
A	Avon St & Project Driveway	AM	9.5	A	9.7	A
		PM	10.6	B	10.0	A
B	Ontario Street & 3100 Thornton Driveway	AM	10.3	B	11.2	B
		PM	9.9	A	11.1	B
C	Ontario Street & 2255 Ontario Driveway	AM	11.9	B	13.9	B
		PM	11.2	B	13.1	B
D	Empire St & 3333 Empire Driveway	AM	12.5	B	13.8	B
		PM	17.5	C	25.2	D

Notes:

Project driveways are analyzed in Traffix using the HCM 2000 methodology (average vehicular delay reported is for the worst case approach)

FIRE ACCESS

Emergency vehicle access is required to provide access by fire, police, and other emergency vehicles into the project site. Providing adequate emergency vehicle access ensures that these vehicles are able to easily and quickly respond to service calls. A review of the site plan indicates that emergency vehicles can access the site through all driveways along Avon Street, Empire Avenue and Ontario Street.

The California Fire Code establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Burbank Fire Department conducts safety inspections in accordance with the California Fire Code to ensure compliance.

All internal roadways that provide fire access, referred to as fire apparatus access roads, should comply with the California Fire Code and are discussed within Section 503.1. Fire apparatus access roads shall extend to within 150 feet of all portions of the facility, shall be no less than 20 feet wide, and should include turning radius that meet the discretion of the local fire code official. For fire apparatus access roads with dead ends where the length of the street is greater than 150 feet, an approved area for turning around fire apparatuses shall be provided. Based on the site plan for the project, all internal streets appear to comply with the California Fire Code. However, final approval for fire access is at the discretion of local fire officials.

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 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 5% of project trips (or a maximum of 4 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 1.3 miles north and 1.1 miles east of the site, State Route 170 lies approximately three miles to the west of the site, and SR-134 lies approximately 2.7 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 five miles north of the site)
- I-5 Freeway north of Burbank Boulevard Burbank Ramps (approximately two miles east of the site)

- I-5 Freeway south of Colorado Boulevard Exit (approximately five miles south of the site)
- SR-134 at Forman Avenue (approximately three miles south of the site)
- SR-134 east of Central Avenue (approximately six miles southeast of the site)
- SR-170 south of Sherman Way (approximately three miles west of the site)

Based on the project distribution patterns shown in

Figure 7 and the trip generation estimates shown in Table 3, 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.

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. Figure 3 shows the various transit routes providing service in the study area. The project is located approximately one quarter mile from the existing Bob Hope Airport Metro Link Station and approximately one mile south of 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. Additionally, the applicant provides ongoing shuttle service form the site to the adjacent rail transit stops and would continue to contribute towards the future maintenance and operation of the rail station and locally serving bus lines.

As part of the trip generation estimates presented in Table 3, a combined transit, walk, and bike credit of 10% was taken, in consultation with the City of Burbank, for the office land uses. Excluding the transit credit in Table 3, the proposed project would have an estimated increase in vehicle trip generation of approximately 149 net vehicle trips during the AM peak hour and 162 during the PM peak hour. Applying the CMP guidelines by converting the vehicle trips to person trips by multiplying by a 1.4 AVR (149 net AM peak hour trips x 1.4 = 209 and 162 net PM peak hour trips x 1.4 = 227) and applying a 3.5% transit use factor as specified by the CMP (209 net AM peak hour person trips x 3.5% = 7 and 227 net PM peak hour person trips x 3.5% = 8), would result in approximately seven new transit person trips during the weekday AM peak hour and eight during the PM peak hour.

The trip generation for the project assumes a 10% vehicle trip transit credit for office land uses, which calculates to 7% of total person trips or 15 AM peak hour transit users and 16 PM peak hour transit users.

Given the frequency of the transit service in close proximity to the project site, the transit capacity is over 2,800 person in each 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. The proposed project would use less than 0.6% 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. Specifically, the proposed amendment to extend the Development Agreement for PD 89-7 an additional ten years and development of the remaining entitled 160,447 square feet of PD 89-7 on the Phase 6 site would not occur. The proposed 160,447-gross square-foot office building, new entryway along North Avon Street, and 162 subterranean parking spaces would not be constructed. The Phase 6 site would remain in its current condition as a vacant, partially excavated site with a gravel/asphalt ramp and surface parking lot with vegetation covering the existing hillside. No other uses would be developed on the Phase 6 site, including the proposed Project.

2. **Alternative 2: Phase 9 Development Alternative**. The "Phase 9 Development" Alternative would develop the remaining 160,447 square feet of entitlements among two sites within the Media Studios campus, the Phase 6 and Phase 9 sites. The Phase 6 site is the same site proposed for development under the proposed Project along North Avon Street. The Phase 9 site is approximately 1.73 acres, located within PD 89-7 of the Media Studios campus at the northwest intersection of North Ontario Street and Empire Avenue. The Phase 9 site is currently developed with an existing surface parking lot with ornamental trees along the eastern and southern perimeter. Similar to the proposed Project, this Alternative would amend the Development Agreement for PD 89-7 to extend the term ten additional years. However, this Alternative would develop the Phase 6 site as a 70,447-gross square-foot three-story office building and the Phase 9 site as a 90,000-gross square-foot three-story office building. Similar to the proposed Project, a new entryway would be provided to the Phase 6 site from North Avon Street, which would connect to the existing subterranean parking garage on-site. No new entryways are proposed for the Phase 9 site. Parking for the two proposed office buildings would also be accessible from all existing driveways along Thornton Avenue, North Ontario Street, and Empire Avenue.

As Alternative 1 does not include new construction or a change in land use, no new trips would result from this alternative.

Alternative 2 would result in the same change in land use on the site, and would produce the same number of trips as the proposed project, as shown in Table 3: 903 daily trips, 149 in the AM peak hour, and 162 in the PM peak hour. However, because Alternative 2 would relocate part of the office space from the western to the eastern side of the site, there will be changes to site access for some project related traffic for Alternative 2 compared to the proposed project. These changes could result in slight adjustments in vehicle volumes and LOS at study intersections adjacent to the site. However, these changes are unlikely to lead to new impacts, as two intersections are already impacted (Hollywood Way & Avon Street and Hollywood Way & Winona Avenue) and the other two intersections are operating at LOS A (Avon Street & Empire Avenue and Ontario Street & Empire Avenue).

9. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed development at 3377 West Empire Avenue in the City of Burbank. The following summarizes the results of this analysis:

- The proposed project involves the development of a 160,447 sf office building located adjacent to an existing campus with 622,553 sf of office space. The proposed parking structure will connect to the existing parking structure serving the existing office space.

- The project proposes to provide 162 net new parking spaces in the proposed addition to the subterranean parking structure on the project site. The 162 spaces will bring the total parking supply onsite to 2,818 total spaces which is 69 more spaces than required by the City of Burbank's code.

- The proposed project includes a new driveway along Avon Street, one existing driveway along Empire Avenue and two existing driveways along Ontario Street. Access to the entire site is available at each driveway as the entire parking garage is interconnected. All of the access driveways are unsignalized and there are no turn restrictions at any of the driveways. All driveways are projected to operate at LOS D or better under existing plus project and future plus project conditions.

- A total of 21 intersections were analyzed for this project, 20 of which are signalized. Two of the study intersections are part of the new interchange for Interstate 5 at Empire Avenue, and were studied under the future scenarios. One of the study intersections, North Hollywood Way & I-5 Southbound Ramps (Location #21) is stop-controlled and located entirely within the City of Los Angeles. Consistent with the City of Los Angeles Traffic Study Guidelines, this intersection was not evaluated for level of service and was not included in the intersection level of service analysis.

- The proposed project is estimated to generate approximately 149 net new trips (132 inbound, 17 outbound) during the morning peak hour, 162 net new trips (27 inbound and 135 outbound) during the afternoon peak hour, and approximately 903 daily trips.

- Of the 21 study intersections, 20 were evaluated for level of service during each of the study scenarios. One of the study intersections operate at LOS E or F either during at least one peak hour, under Existing conditions, and one intersection operate at LOS E or F during at least one peak hour under Existing plus Project conditions. Under Future Base conditions, nine intersections operate at LOS E or F, while under Future plus Project conditions this number increases to 10 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 no significant impacts. 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 four of the study intersections. With the addition of project mitigations, the number of impacted intersections would be reduced to two in the Future plus Project scenario.

- The freeway ramp queuing analysis indicated that that the ramp queue exceeds capacity under at one location. At North Hollywood Way & I-5 Southbound Ramps (Study Intersection #21) the queue exceeds capacity under all scenarios (Existing, Existing plus Project, Future Base, and Future plus Project).

- The signal warrant is met under all scenarios (Existing, Existing plus Project, Future Base, and Future plus Project for North Hollywood Way & I-5 Southbound Ramps (Study Intersection #21).
- The project is providing 162 spaces which will bring the total parking supply onsite to 2,818 total spaces which is 69 more spaces than required by the City of Burbank's code.
- 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, freeway, or transit networks.
- Two project alternatives were analyzed. Based on the trip generation associated with each alternative, it is not anticipated that any new significant traffic impacts would be triggered.

APPENDIX A:
TRAFFIC COUNTS

TURNING MOVEMENT COUNTS

WEEKDAY 1

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

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	1	2	0		
AM	136	723	0	477	AM
NOON	0	0	0	0	NOON
PM	173	279	0	693	PM

Eastbound Approach (NB I-5 Ramps)

Lanes	AM	NOON	PM
	504	0	1016
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
58	0	109	0.5
0	0	0	0
367	0	158	1.5
0	0	0	

Northbound Approach

AM	1090	368	419	0
NOON	0	0	0	0
PM	437	843	584	0
Lanes		1.5	0.5	1

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		
	859	477	AM
	0	0	NOON
	452	693	PM

West Leg			East Leg		
AM	NOON	PM			
504	0	1016	425	0	267
0	0	0	0	0	0
			AM	NOON	PM

	South Leg	
AM	1090	787
NOON	0	0
PM	437	1427

Total Volume Per Leg

	North Leg
	1336 AM
	0 NOON
	1145 PM

West Leg			East Leg		
AM	NOON	PM			
504	0	1016	425	0	267
			AM	NOON	PM

	South Leg
AM	1877
NOON	0
PM	1864

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

Peak Hour Summary

Southbound Approach (Hollywood Way)

	Lanes 0	2	0		
AM	0	1094	0	789	AM
NOON	0	0	0	0	NOON
PM	0	466	0	1393	PM

Eastbound Approach (SB I-5 Ramps)

Lanes	AM	NOON	PM
	0	0	0
1	201	0	59
0	0	0	0
1	1010	0	591

Westbound Approach

AM	NOON	PM	Lanes
0	0	1	0
0	0	0	1
0	0	1	0
1	0	12	

CONTROL: 1-Way Stop(EB)

Northbound Approach

AM	2104	0	588	1	AM
NOON	0	0	0	0	NOON
PM	1058	0	1333	12	PM
		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		
	1094	789	AM
	0	0	NOON
	466	1393	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	0	0	2
1211	0	650	1	0	12
			AM	NOON	PM

	South Leg	
AM	2104	589
NOON	0	0
PM	1058	1345

Total Volume Per Leg

	North Leg
AM	1883
NOON	0
PM	1859

West Leg			East Leg		
AM	NOON	PM			
1211	0	650	1	0	14
			AM	NOON	PM

	South Leg
AM	2693
NOON	0
PM	2403

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

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	0	3	1		
AM	37	1988	252	971	AM
NOON	0	0	0	0	NOON
PM	9	1093	42	1914	PM

Eastbound Approach (Winona Ave)

Lanes	AM	NOON	PM
	62	0	34
1	8	0	14
1	2	0	2
1	22	0	23

Westbound Approach

AM	NOON	PM	Lanes
50	0	265	0
0	0	2	2
60	0	84	1
346	0	82	

CONTROL: Signalized

Northbound Approach

AM	2070	25	913	92	AM
NOON	0	0	0	0	NOON
PM	1200	23	1635	38	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		
	2277	971	AM
	0	0	NOON
	1144	1914	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
62	0	34	110	0	351
32	0	39	346	0	82

	South Leg	
AM	2070	1030
NOON	0	0
PM	1200	1696

Total Volume Per Leg

	North Leg
	3248 AM
	0 NOON
	3058 PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
94	0	73	456	0	433

	South Leg
AM	3100
NOON	0
PM	2896

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

Westbound Approach

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

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

	AM	NOON	PM
North Leg	2037	0	1199
	1028	0	1704
West Leg	401	0	295
	379	0	317
East Leg	211	0	415
	386	0	203
South Leg	1963	0	1354
	1151	0	1625

Total Volume Per Leg

	AM	NOON	PM
North Leg	3065	0	2903
West Leg	780	0	612
East Leg	597	0	618
South Leg	3114	0	2979

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

Westbound Approach

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

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	AM	NOON	PM
	119	0	157
	119	0	175

East Leg	AM	NOON	PM
	159	0	308
	115	0	85

	South Leg	
AM	1887	1160
NOON	0	0
PM	1404	1517

Total Volume Per Leg

	North Leg
AM	3035
NOON	0
PM	2942

West Leg	AM	NOON	PM
	238	0	332

East Leg	AM	NOON	PM
	274	0	393

	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

Peak Hour Summary

Southbound Approach (Hollywood Way)

	Lanes 0.5	2.5	1		
AM	0	227	0	0	AM
NOON	0	0	0	0	NOON
PM	0	211	0	0	PM

Eastbound Approach (Avon St)

	AM	NOON	PM
	0	0	5
1	0	0	0
0.5	0	0	0
0.5	12	0	22
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0.5
	0	0	0	0.5
	1	0	3	1
	0	0	0	
	AM	NOON	PM	

Northbound Approach

AM	240	0	0	0	AM
NOON	0	0	0	0	NOON
PM	236	5	0	0	PM
		0	0	0	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

	North Leg		
	227	0	AM
	0	0	NOON
	211	0	PM

West Leg	AM	NOON	PM
	0	0	5
	12	0	22

East Leg	AM	NOON	PM
	1	0	3
	0	0	0

	South Leg	
AM	240	0
NOON	0	0
PM	236	5

Total Volume Per Leg

North Leg
227 AM
0 NOON
211 PM

West Leg	AM	NOON	PM
	12	0	27

East Leg	AM	NOON	PM
	1	0	3

South Leg	
AM	240
NOON	0
PM	241

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

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	1	2	1		
AM	168	1203	224	1156	AM
NOON	0	0	0	0	NOON
PM	328	788	186	1450	PM

Eastbound Approach (Victory Blvd)

	AM	NOON	PM
	745	0	1392
1	223	0	220
2	937	0	761
1	206	0	91
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	159	0	154	1
	493	0	894	2
	86	0	79	1
	1248	0	1022	
	AM	NOON	PM	

Northbound Approach

AM	1495	84	774	87	AM
NOON	0	0	0	0	NOON
PM	958	170	1076	75	PM
		1	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

	North Leg		
	1595	1156	AM
	0	0	NOON
	1302	1450	PM

West Leg			East Leg		
AM	NOON	PM			
745	0	1392	738	0	1127
1366	0	1072	1248	0	1022
			AM	NOON	PM

	South Leg	
AM	1495	945
NOON	0	0
PM	958	1321

Total Volume Per Leg

	North Leg
	2751 AM
	0 NOON
	2752 PM

West Leg			East Leg		
AM	NOON	PM			
2111	0	2464	1986	0	2149
			AM	NOON	PM

	South Leg
AM	2440
NOON	0
PM	2279

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

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	0	2	1		
AM	76	1283	218	879	AM
NOON	0	0	0	0	NOON
PM	121	657	136	1294	PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	594	0	947
1	148	0	175
2	646	0	676
0	47	0	21

Westbound Approach

AM	NOON	PM	Lanes
74	0	107	1
464	0	751	2
174	0	153	1
932	0	938	

Northbound Approach

AM	1504	54	657	68
NOON	0	0	0	0
PM	831	75	1012	126
Lanes		1	2	0

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		
	1577	879	AM
	0	0	NOON
	914	1294	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
594	0	947	712	0	1011
841	0	872	932	0	938

	South Leg	
AM	1504	779
NOON	0	0
PM	831	1213

Total Volume Per Leg

	North Leg
AM	2456
NOON	0
PM	2208

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1435	0	1819	1644	0	1949

	South Leg
AM	2283
NOON	0
PM	2044

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hollywood Way and Burbank Blvd , Burbank

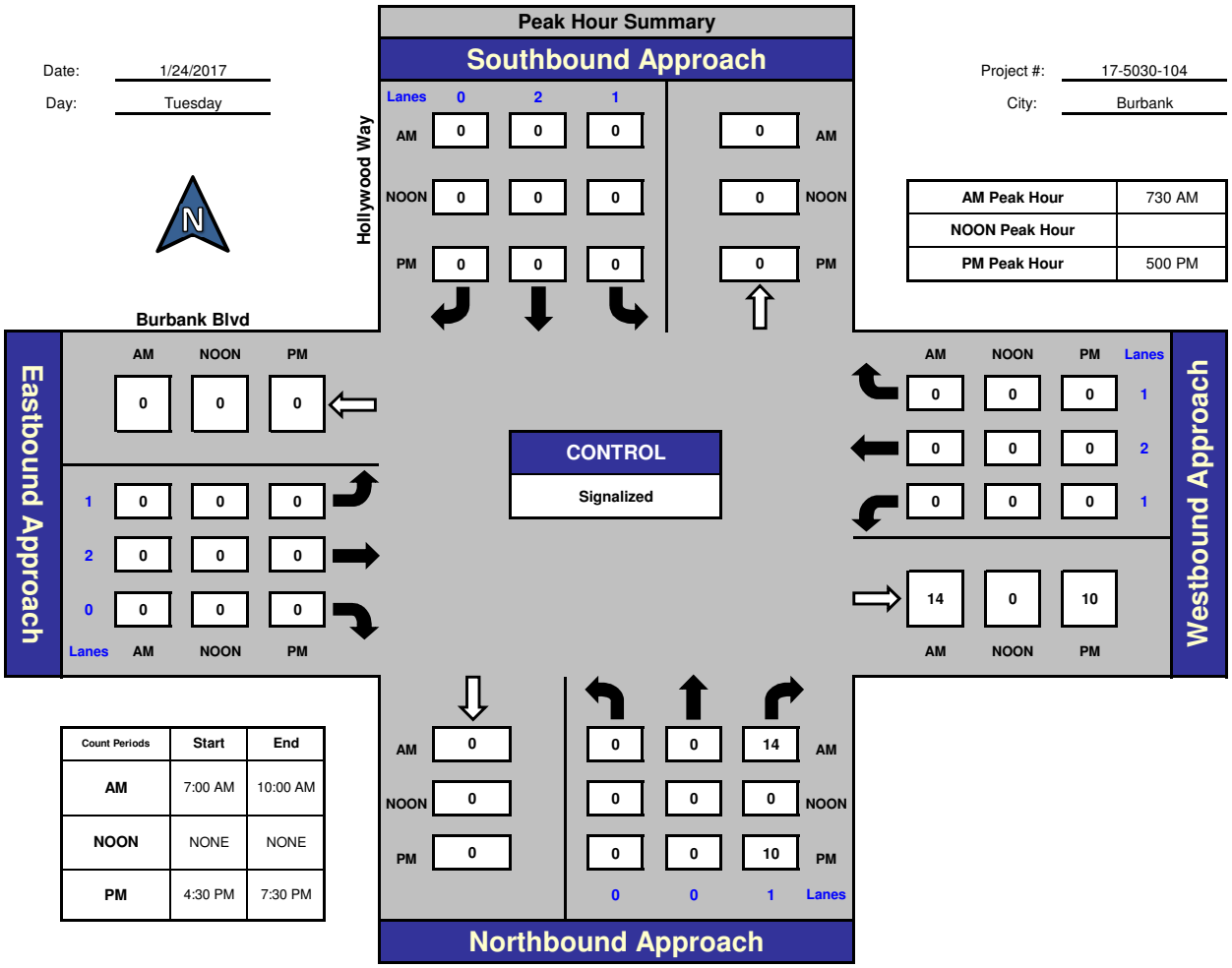
Date: 1/24/2017

Day: Tuesday

Project #: 17-5030-104

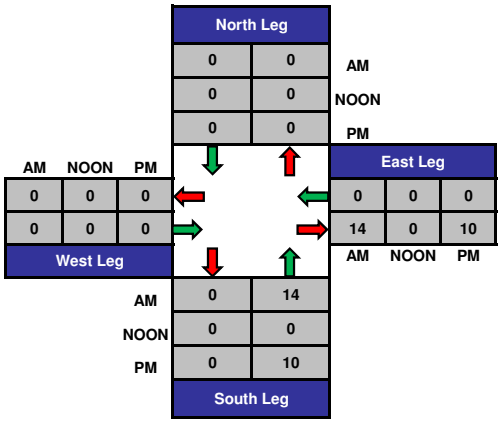
City: Burbank

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

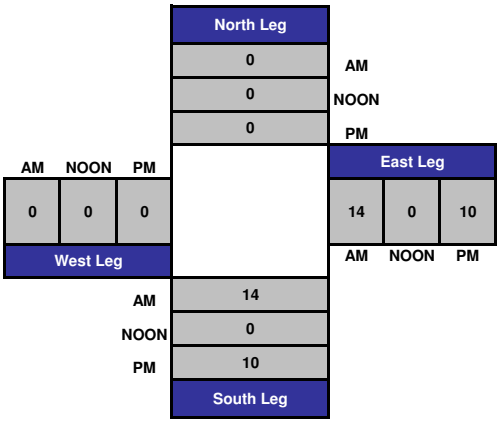


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	4:30 PM	7:30 PM

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

Peak Hour Summary

Southbound Approach

Hollywood Way

Lanes	1	2	1		
AM	121	1395	225	831	AM
NOON	0	0	0	0	NOON
PM	170	560	189	1338	PM

Eastbound Approach

Magnolia Blvd

Lanes	AM	NOON	PM
	656	0	1097
1	123	0	159
2	531	0	676
1	137	0	87

Westbound Approach

AM	NOON	PM	Lanes
105	0	180	1
455	0	772	2
143	0	143	1
833	0	1012	

Northbound Approach

AM	1675	80	603	77	AM
NOON	0	0	0	0	NOON
PM	790	155	999	147	PM
		1	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

	North Leg		
	1741	831	AM
	0	0	NOON
	919	1338	PM

West Leg			East Leg		
AM	NOON	PM			
656	0	1097	703	0	1095
791	0	922	833	0	1012
			AM	NOON	PM

	South Leg	
AM	1675	760
NOON	0	0
PM	790	1301

Total Volume Per Leg

	North Leg
AM	2572
NOON	0
PM	2257

West Leg			East Leg		
AM	NOON	PM			
1447	0	2019	1536	0	2107
			AM	NOON	PM

	South Leg
AM	2435
NOON	0
PM	2091

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

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	1	2	1		
AM	160	1387	99	787	AM
NOON	0	0	0	0	NOON
PM	117	562	58	1281	PM

Eastbound Approach (Verdugo Ave)

Lanes	AM	NOON	PM
	519	0	726
2	175	0	258
1	404	0	679
1	113	0	45

Westbound Approach

AM	NOON	PM	Lanes
42	0	59	1
337	0	525	1
160	0	108	1
549	0	834	

Northbound Approach

AM	1660	22	570	46	AM
NOON	0	0	0	0	NOON
PM	715	84	964	97	PM
		1	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

	North Leg		
	1646	787	AM
	0	0	NOON
	737	1281	PM

West Leg			East Leg		
AM	NOON	PM			
519	0	726	539	0	692
692	0	982	549	0	834
			AM	NOON	PM

	South Leg	
AM	1660	638
NOON	0	0
PM	715	1145

Total Volume Per Leg

	North Leg
	2433 AM
	0 NOON
	2018 PM

West Leg			East Leg		
AM	NOON	PM			
1211	0	1708	1088	0	1526
			AM	NOON	PM

	South Leg
AM	2298
NOON	0
PM	1860

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

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	1	2	2		
AM	412	1122	192	626	AM
NOON	0	0	0	0	NOON
PM	292	390	95	1221	PM

Eastbound Approach (Alameda Ave)

Lanes	AM	NOON	PM
	1455	0	1526
2	83	0	182
2	491	0	916
0	107	0	116

Westbound Approach

Lanes	AM	NOON	PM
1	290	0	391
3	994	0	1031
1	154	0	46
	761	0	1383

Northbound Approach

Lanes	1	2	1	
AM	1383	49	253	78	AM
NOON	0	0	0	0	NOON
PM	552	203	648	372	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		
1726	626	AM
0	0	NOON
777	1221	PM

West Leg			East Leg		
AM	NOON	PM			
1455	0	1526	1438	0	1468
681	0	1214	761	0	1383
			AM	NOON	PM

South Leg		
1383	380	AM
0	0	NOON
552	1223	PM

Total Volume Per Leg

North Leg
2352 AM
0 NOON
1998 PM

West Leg			East Leg		
AM	NOON	PM			
2136	0	2740	2199	0	2851
			AM	NOON	PM

South Leg
1763 AM
0 NOON
1775 PM

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

Peak Hour Summary

Southbound Approach (Buena Vista St)

Lanes	1	2	0		
AM	156	1070	18	831	AM
NOON	0	0	0	0	NOON
PM	109	884	3	1679	PM

Eastbound Approach (San Fernando Blvd)

Lanes	AM	NOON	PM
	308	0	429
0	2	0	3
0.5	437	0	276
0.5	39	0	51

Westbound Approach

Lanes	AM	NOON	PM
1	157	0	554
1	117	0	274
1	44	0	65
	487	0	303

Northbound Approach

Lanes	1	2	0	
AM	1153	35	672	32	AM
NOON	0	0	0	0	NOON
PM	1000	46	1122	24	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		
	1244	831	AM
	0	0	NOON
	996	1679	PM

West Leg	AM	NOON	PM
	308	0	429
	478	0	330

East Leg	AM	NOON	PM
	318	0	893
	487	0	303

	South Leg	
AM	1153	739
NOON	0	0
PM	1000	1192

Total Volume Per Leg

	North Leg
AM	2075
NOON	0
PM	2675

West Leg	AM	NOON	PM
	786	0	759

East Leg	AM	NOON	PM
	805	0	1196

	South Leg
AM	1892
NOON	0
PM	2192

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

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

Northbound Approach

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

	North Leg		
	1132	750	AM
	0	0	NOON
	1027	1113	PM

West Leg			East Leg		
AM	NOON	PM			
337	0	290	78	0	115
461	0	355	337	0	242
			AM	NOON	PM

	South Leg	
AM	856	609
NOON	0	0
PM	781	929

Total Volume Per Leg

	North Leg
	1882 AM
	0 NOON
	2140 PM

West Leg			East Leg		
AM	NOON	PM			
798	0	645	415	0	357
			AM	NOON	PM

	South Leg
AM	1465
NOON	0
PM	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
		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

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

Peak Hour Summary

Southbound Approach (Ontario St)

	Lanes 1	0	1		
AM	73	0	31	233	AM
NOON	0	0	0	0	NOON
PM	141	0	107	96	PM

Eastbound Approach (Empire Ave)

	AM	NOON	PM
	316	0	485
1	145	0	42
2	341	0	316
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	88	0	53	0
	241	0	344	2
	9	0	2	1
	372	0	426	
	AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	9	2	0	0	AM
NOON	0	0	0	0	NOON
PM	2	0	1	3	PM
		0	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

	AM	NOON	PM
North Leg	104	0	248
	233	0	96
West Leg	316	0	485
	486	0	358
East Leg	338	0	399
	372	0	426
South Leg	9	0	2
	2	0	4

Total Volume Per Leg

	AM	NOON	PM
North Leg	337	0	344
West Leg	802	0	843
East Leg	710	0	825
South Leg	11	0	6

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 (Avon St)

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

Eastbound Approach (Empire Ave)

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

Northbound Approach

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

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

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg
AM	278
NOON	0
PM	374

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

	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

Peak Hour Summary

Southbound Approach (SB Hollywood Way Ramp)

	Lanes 0.5	0.5	0		
AM	143	0	89	0	AM
NOON	0	0	0	0	NOON
PM	220	0	30	0	PM

Eastbound Approach (Empire Ave)

Lanes	AM	NOON	PM
	304	0	651
0	0	0	0
2	547	0	292
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
2	161	0	431
0	1	0	0
	636	0	322

Northbound Approach

AM	1	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	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	232	0	
	0	0	
	250	0	
West Leg	304	0	651
	547	0	292
East Leg	162	0	431
	636	0	322
South Leg	1	0	
	0	0	
	0	0	

Total Volume Per Leg

	AM	NOON	PM
North Leg	232	0	250
West Leg	851	0	943
East Leg	798	0	753
South Leg	1	0	0

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

Peak Hour Summary

Southbound Approach (Victory Blvd / Victory Pl)

Lanes	1	2	2		
AM	52	483	526	778	AM
NOON	0	0	0	0	NOON
PM	132	430	696	1077	PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	1382	0	1880
2	41	0	111
3	1280	0	1265
1	384	0	294

Westbound Approach

AM	NOON	PM	Lanes
525	0	479	1
1112	0	1271	3
378	0	280	2
1922	0	2207	

Northbound Approach

AM	1245	218	212	116	AM
NOON	0	0	0	0	NOON
PM	1004	477	487	246	PM
		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	1061	0	1258
East Leg	2015	0	2030
West Leg	1382	0	1880
	1705	0	1670
South Leg	1245	0	1004
	546	0	1210
North Leg	778	0	1077
East Leg	1922	0	2207

Total Volume Per Leg

	AM	NOON	PM
North Leg	1839	0	2335
East Leg	3937	0	4237
West Leg	3087	0	3550
South Leg	1791	0	2214

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

Peak Hour Summary

Southbound Approach (Victory Blvd / Victory Pl)

Lanes	1	2	2		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	0	0	0
2	0	0	0
3	0	0	0
1	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
1	0	0	0
3	0	0	0
2	0	0	0
	9	0	7

Northbound Approach

					Lanes
AM	0	0	0	9	AM
NOON	0	0	0	0	NOON
PM	0	0	0	7	PM
		2	2	1	

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		East Leg			West Leg			South Leg	
AM	0	0	0	0	0	0	0	0	0	9
NOON	0	0	0	0	0	0	0	0	0	0
PM	0	0	9	0	7	0	0	0	0	7

Total Volume Per Leg

	North Leg	East Leg			West Leg			South Leg
AM	0	9	0	7	0	0	0	9
NOON	0							0
PM	0							7

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

Peak Hour Summary

Southbound Approach (Airport Access Road)

Lanes	0.3	0.3	1.3		
AM	68	0	73	158	AM
NOON	0	0	0	0	NOON
PM	58	0	51	107	PM

Eastbound Approach (Empire Ave)

Lanes	AM	NOON	PM
	316	0	645
1	109	0	71
1	459	0	236
0	0	0	1

Westbound Approach

Lanes	AM	NOON	PM
0	49	0	36
2	248	0	587
0	0	0	0
	532	0	287

CONTROL: Signalized

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	1	0	0	0	PM
		0	0	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

	AM	NOON	PM
North Leg	141	0	109
	158	0	107
West Leg	316	0	645
	568	0	308
East Leg	297	0	623
	532	0	287
South Leg	0	0	1
	0	0	0

Total Volume Per Leg

	AM	NOON	PM
North Leg	299	0	216
West Leg	884	0	953
East Leg	829	0	910
South Leg	0	0	1

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

Peak Hour Summary

Southbound Approach (Empire Ave /Clybourn Ave)

	Lanes 1.5	0	0.5		
AM	293	0	30	549	AM
NOON	0	0	0	0	NOON
PM	613	0	16	299	PM

Eastbound Approach (Vanowen St)

Lanes	AM	NOON	PM
	625	0	1328
1	538	0	273
2	1306	0	675
0	0	0	0

Westbound Approach

	AM	NOON	PM	Lanes
	11	0	26	0
	332	0	715	2
	0	0	0	0
	1336	0	691	

CONTROL: Signalized

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	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		
	323	549	AM
	0	0	NOON
	629	299	PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	625	0	1328		343	0	741
	1844	0	948		1336	0	691

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg
AM	872
NOON	0
PM	928

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	2469	0	2276		1679	0	1432

	South Leg
AM	0
NOON	0
PM	0

TURNING MOVEMENT COUNTS

WEEKDAY 2

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)

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

Westbound Approach

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

CONTROL: Signalized

Northbound Approach

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

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

	South Leg	
AM	1139	715
NOON	0	0
PM	486	1324

Total Volume Per Leg

	North Leg
AM	1323
NOON	0
PM	1242

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

	South Leg
AM	1854
NOON	0
PM	1810

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

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

	South Leg	
AM	2116	589
NOON	0	0
PM	1118	1384

Total Volume Per Leg

	North Leg
AM	1857
NOON	0
PM	1934

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

	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

Peak Hour Summary

Southbound Approach (I-5 SB Ramps)

Lanes	0	2	1		
AM	3	2029	85	578	AM
NOON	0	0	0	0	NOON
PM	5	1058	60	1387	PM

Eastbound Approach (N Hollywood Way)

	AM	NOON	PM
	5	0	6
0	0	0	0
1	0	0	0
0	1	0	6
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	0
0	0	0	0
212	0	422	
AM	NOON	PM	

CONTROL: No Control

Northbound Approach

AM	2030	2	578	127	AM
NOON	0	0	0	0	NOON
PM	1064	1	1387	362	PM
		0	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		
	2117	578	AM
	0	0	NOON
	1123	1387	PM

West Leg	AM	NOON	PM
	5	0	6
	1	0	6

East Leg	AM	NOON	PM
	0	0	0
	212	0	422

South Leg		
AM	2030	707
NOON	0	0
PM	1064	1750

Total Volume Per Leg

North Leg	
2695	AM
0	NOON
2510	PM

West Leg	AM	NOON	PM
	6	0	12

East Leg	AM	NOON	PM
	212	0	422

South Leg	
AM	2737
NOON	0
PM	2814

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

Peak Hour Summary

Southbound Approach (N Hollywood Way)

	Lanes 0	3	1		
AM	41	1968	248	956	AM
NOON	0	0	0	0	NOON
PM	12	1161	64	1964	PM

Eastbound Approach (Winona Ave)

Lanes	AM	NOON	PM
	77	0	47
1	6	0	31
1	0	0	2
1	25	0	27

Westbound Approach

AM	NOON	PM	Lanes
37	0	258	0
1	0	4	2
29	0	98	1
332	0	125	

CONTROL: Signalized

Northbound Approach

AM	2022	35	913	84	AM
NOON	0	0	0	0	NOON
PM	1286	31	1675	59	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	
AM	2257	956
NOON	0	0
PM	1237	1964

West Leg	AM	NOON	PM
	77	0	47
	31	0	60

East Leg	AM	NOON	PM
	67	0	360
	332	0	125

	South Leg	
AM	2022	1032
NOON	0	0
PM	1286	1765

Total Volume Per Leg

	North Leg
AM	3213
NOON	0
PM	3201

West Leg	AM	NOON	PM
	108	0	107

East Leg	AM	NOON	PM
	399	0	485

	South Leg
AM	3054
NOON	0
PM	3051

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

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	1	2	1		
AM	257	1655	78	1053	AM
NOON	0	0	0	0	NOON
PM	167	1071	52	1702	PM

Eastbound Approach (Thornton Ave)

Lanes	AM	NOON	PM
	433	0	455
2	179	0	285
1	32	0	50
1	143	0	186

Westbound Approach

Lanes	AM	NOON	PM
0.5	41	0	143
0.5	83	0	130
1	132	0	179
	301	0	200

Northbound Approach

AM	1930	93	833	191	AM
NOON	0	0	0	0	NOON
PM	1436	158	1274	98	PM
Lanes		1	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

	North Leg		
	1990	1053	AM
	0	0	NOON
	1290	1702	PM

West Leg	AM	NOON	PM
	433	0	455
	354	0	521

East Leg	AM	NOON	PM
	256	0	452
	301	0	200

	South Leg	
AM	1930	1117
NOON	0	0
PM	1436	1530

Total Volume Per Leg

	North Leg
AM	3043
NOON	0
PM	2992

West Leg	AM	NOON	PM
	787	0	976

East Leg	AM	NOON	PM
	557	0	652

	South Leg
AM	3047
NOON	0
PM	2966

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

Peak Hour Summary

Southbound Approach

N Hollywood Way

Lanes	0.5	2.5	1		
AM	24	1791	22	1122	AM
NOON	0	0	0	0	NOON
PM	27	1358	26	1491	PM

Eastbound Approach

Avion Ave

Lanes	AM	NOON	PM
	122	0	135
1	84	0	92
0.5	5	0	6
0.5	64	0	51

Westbound Approach

Lanes	AM	NOON	PM
0.5	100	0	161
0.5	22	0	27
1	50	0	102
	99	0	70

CONTROL

Signalized

Northbound Approach

AM	1905	76	938	72	AM
NOON	0	0	0	0	NOON
PM	1511	81	1238	38	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	
AM	1837	1122
NOON	0	0
PM	1411	1491

West Leg			East Leg		
AM	NOON	PM			
122	0	135	172	0	290
153	0	149	99	0	70
			AM	NOON	PM

	South Leg	
AM	1905	1086
NOON	0	0
PM	1511	1357

Total Volume Per Leg

	North Leg
AM	2959
NOON	0
PM	2902

West Leg			East Leg		
AM	NOON	PM			
275	0	284	271	0	360
			AM	NOON	PM

	South Leg
AM	2991
NOON	0
PM	2868

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

Peak Hour Summary

Southbound Approach (N Hollywood Way)

	Lanes 0.5	2.5	1		
AM	0	230	0	0	AM
NOON	0	0	0	0	NOON
PM	0	239	0	0	PM

Eastbound Approach (Marriott Dwy)

Lanes	AM	NOON	PM
	0	0	3
1	0	0	0
0.5	0	0	0
0.5	19	0	21

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0.5
0	0	0	0.5
0	0	3	1
0	0	0	

CONTROL: Signalized

Northbound Approach

AM	249	0	0	0	AM
NOON	0	0	0	0	NOON
PM	263	3	0	0	PM
		0	0	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		
	230	0	AM
	0	0	NOON
	239	0	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
0	0	3	0	0	3
19	0	21	0	0	0

	South Leg	
AM	249	0
NOON	0	0
PM	263	3

Total Volume Per Leg

	North Leg
AM	230
NOON	0
PM	239

West Leg AM	NOON	PM	East Leg AM	NOON	PM
19	0	24	0	0	3

	South Leg
AM	249
NOON	0
PM	266

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

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	1	2	1		
AM	190	1157	223	1147	AM
NOON	0	0	0	0	NOON
PM	358	856	209	1332	PM

Eastbound Approach (Victory Blvd)

	AM	NOON	PM
	773	0	1361
1	268	0	223
2	959	0	757
1	175	0	96
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
126	0	138	1
493	0	831	2
87	0	78	1
1264	0	1063	
AM	NOON	PM	

Northbound Approach

AM	1419	90	753	82	AM
NOON	0	0	0	0	NOON
PM	1030	172	971	97	PM
		1	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

	North Leg		
	1570	1147	AM
	0	0	NOON
	1423	1332	PM

West Leg			East Leg		
AM	NOON	PM			
773	0	1361	706	0	1047
1402	0	1076	1264	0	1063
			AM	NOON	PM

	South Leg	
AM	1419	925
NOON	0	0
PM	1030	1240

Total Volume Per Leg

	North Leg
	2717 AM
	0 NOON
	2755 PM

West Leg			East Leg		
AM	NOON	PM			
2175	0	2437	1970	0	2110
			AM	NOON	PM

	South Leg
AM	2344
NOON	0
PM	2270

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

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	0	2	1		
AM	75	1177	126	867	AM
NOON	0	0	0	0	NOON
PM	131	675	146	1216	PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	595	0	921
1	142	0	159
2	625	0	727
0	51	0	20

Westbound Approach

AM	NOON	PM	Lanes
73	0	110	1
474	0	723	2
204	0	146	1
835	0	976	

Northbound Approach

	1	2	0	Lanes
AM	1432	46	652	84	AM
NOON	0	0	0	0	NOON
PM	841	67	947	103	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		
	1378	867	AM
	0	0	NOON
	952	1216	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
595	0	921	751	0	979
818	0	906	835	0	976

	South Leg	
AM	1432	782
NOON	0	0
PM	841	1117

Total Volume Per Leg

	North Leg
AM	2245
NOON	0
PM	2168

West Leg AM	NOON	PM	East Leg AM	NOON	PM
1413	0	1827	1586	0	1955

	South Leg
AM	2214
NOON	0
PM	1958

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

Peak Hour Summary

Southbound Approach (N Cordova St)

	Lanes 0	0	0		
AM	0	0	0	15	AM
NOON	0	0	0	0	NOON
PM	0	0	0	23	PM

Eastbound Approach (Alley)

	AM	NOON	PM
	16	0	10
0	0	0	6
0	2	0	3
1	2	0	4
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	3	0	5	0
	3	0	3	1
	5	0	13	0
	2	0	3	
	AM	NOON	PM	

CONTROL

1-Way Stop (WB)

Northbound Approach

AM	7	13	12	0	AM
NOON	0	0	0	0	NOON
PM	17	7	12	0	PM
		0	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		
	0	15	AM
	0	0	NOON
	0	23	PM

West Leg	AM	NOON	PM
	16	0	10
	4	0	13

East Leg	AM	NOON	PM
	11	0	21
	2	0	3

	South Leg	
AM	7	25
NOON	0	0
PM	17	19

Total Volume Per Leg

North Leg	
15	AM
0	NOON
23	PM

West Leg	AM	NOON	PM
	20	0	23

East Leg	AM	NOON	PM
	13	0	24

	South Leg
AM	32
NOON	0
PM	36

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

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	1	2	1		
AM	94	1277	227	839	AM
NOON	0	0	0	0	NOON
PM	167	603	206	1255	PM

Eastbound Approach (Magnolia Blvd)

Lanes	AM	NOON	PM
	646	0	1135
1	108	0	151
2	573	0	670
1	123	0	109

Westbound Approach

AM	NOON	PM	Lanes
125	0	203	1
445	0	828	2
163	0	138	1
879	0	990	

Northbound Approach

AM	1563	107	606	79	AM
NOON	0	0	0	0	NOON
PM	850	140	901	114	PM
		1	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	1598	0	976
	839	0	1255
West Leg	646	0	1135
	804	0	930
East Leg	733	0	1169
	879	0	990
South Leg	1563	0	850
	792	0	1155

Total Volume Per Leg

	AM	NOON	PM
North Leg	2437	0	2231
West Leg	1450	0	2065
East Leg	1612	0	2159
South Leg	2355	0	2005

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

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	1	2	1		
AM	182	1261	88	799	AM
NOON	0	0	0	0	NOON
PM	143	590	47	1217	PM

Eastbound Approach (Verdugo Ave)

Lanes	AM	NOON	PM
	548	0	683
2	179	0	230
1	347	0	708
1	78	0	58

Westbound Approach

AM	NOON	PM	Lanes
45	0	53	1
334	0	450	1
155	0	71	1
478	0	853	

Northbound Approach

AM	1494	32	575	43	AM
NOON	0	0	0	0	NOON
PM	719	90	934	98	PM
		1	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

	North Leg		
	1531	799	AM
	0	0	NOON
	780	1217	PM

West Leg			East Leg		
AM	NOON	PM			
548	0	683	534	0	574
604	0	996	478	0	853
			AM	NOON	PM

	South Leg	
AM	1494	650
NOON	0	0
PM	719	1122

Total Volume Per Leg

	North Leg
	2330 AM
	0 NOON
	1997 PM

West Leg			East Leg		
AM	NOON	PM			
1152	0	1679	1012	0	1427
			AM	NOON	PM

	South Leg
AM	2144
NOON	0
PM	1841

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

Peak Hour Summary

Southbound Approach (N Hollywood Way)

Lanes	1	2	2		
AM	477	970	126	705	AM
NOON	0	0	0	0	NOON
PM	282	415	85	1200	PM

Eastbound Approach (Alameda Ave)

	AM	NOON	PM
	1496	0	1423
2	99	0	183
2	445	0	885
0	101	0	72
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
316	0	399	1
961	0	965	3
207	0	52	1
637	0	1331	
AM	NOON	PM	

Northbound Approach

AM	1278	58	290	66	AM
NOON	0	0	0	0	NOON
PM	539	176	618	361	PM
		1	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

	North Leg		
	1573	705	AM
	0	0	NOON
	782	1200	PM

West Leg	AM	NOON	PM
	1496	0	1423
	645	0	1140

East Leg	AM	NOON	PM
	1484	0	1416
	637	0	1331

	South Leg	
AM	1278	414
NOON	0	0
PM	539	1155

Total Volume Per Leg

	North Leg
AM	2278
NOON	0
PM	1982

West Leg	AM	NOON	PM
	2141	0	2563

East Leg	AM	NOON	PM
	2121	0	2747

	South Leg
AM	1692
NOON	0
PM	1694

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

Peak Hour Summary

Southbound Approach (Buena Vista St)

	Lanes 0	2	0		
AM	156	1252	8	866	AM
NOON	0	0	0	0	NOON
PM	171	902	4	1592	PM

Eastbound Approach (San Fernando Blvd)

Lanes	AM	NOON	PM
	315	0	485
0	6	0	2
1	401	0	325
0	73	0	50

Westbound Approach

AM	NOON	PM	Lanes
149	0	513	1
138	0	270	1
23	0	45	1
425	0	345	

Northbound Approach

AM	1348	21	711	16	AM
NOON	0	0	0	0	NOON
PM	997	44	1077	16	PM
		1	2	0	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

	North Leg		
	1416	866	AM
	0	0	NOON
	1077	1592	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
315	0	485	310	0	828
480	0	377	425	0	345

	South Leg	
AM	1348	748
NOON	0	0
PM	997	1137

Total Volume Per Leg

	North Leg
AM	2282
NOON	0
PM	2669

West Leg AM	NOON	PM	East Leg AM	NOON	PM
795	0	862	735	0	1173

	South Leg
AM	2096
NOON	0
PM	2134

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

AM	NOON	PM	Lanes
21	0	35	0
54	0	40	1
10	0	21	1
209	0	211	

Northbound Approach

AM	1078	40	523	8	AM
NOON	0	0	0	0	NOON
PM	809	65	905	12	PM
		1	2	0	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

	North Leg	
AM	1377	687
NOON	0	0
PM	1021	1152

West Leg	AM	NOON	PM
	339	0	275
	280	0	348

East Leg	AM	NOON	PM
	85	0	96
	209	0	211

South Leg		
AM	1078	571
NOON	0	0
PM	809	982

Total Volume Per Leg

North Leg	
AM	2064
NOON	0
PM	2173

West Leg	AM	NOON	PM
	619	0	623

East Leg	AM	NOON	PM
	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

Peak Hour Summary

Southbound Approach (Buena Vista St)

Lanes	0	2	2		
AM	69	870	128	560	AM
NOON	0	0	0	0	NOON
PM	71	583	136	996	PM

Eastbound Approach (Empire Ave)

	AM	NOON	PM
	310	0	465
2	61	0	83
2	250	0	183
1	181	0	194
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
41	0	126	0
115	0	239	2
154	0	381	2
672	0	773	
AM	NOON	PM	

Northbound Approach

AM	1205	126	458	294	AM
NOON	0	0	0	0	NOON
PM	1158	155	787	454	PM
		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

	North Leg		
	1067	560	AM
	0	0	NOON
	790	996	PM

West Leg			East Leg		
AM	NOON	PM			
310	0	465	310	0	746
492	0	460	672	0	773
			AM	NOON	PM

	South Leg	
AM	1205	878
NOON	0	0
PM	1158	1396

Total Volume Per Leg

	North Leg
	1627 AM
	0 NOON
	1786 PM

West Leg			East Leg		
AM	NOON	PM			
802	0	925	982	0	1519
			AM	NOON	PM

	South Leg
AM	2083
NOON	0
PM	2554

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

Peak Hour Summary

Southbound Approach

Ontario St

	Lanes 1	0	1		
AM	50	0	39	249	AM
NOON	0	0	0	0	NOON
PM	160	0	88	83	PM

Eastbound Approach

Empire Ave

Lanes	AM	NOON	PM
	274	0	572
1	157	0	30
2	307	0	348
0	0	0	0

Westbound Approach

	AM	NOON	PM	Lanes
	92	0	52	0
	224	0	412	2
	11	0	0	1
	346	0	437	

CONTROL

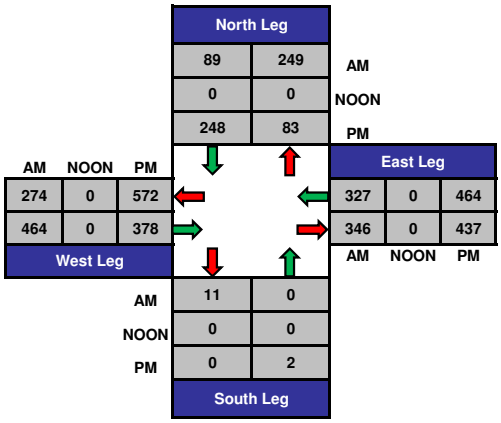
Signalized

Northbound Approach

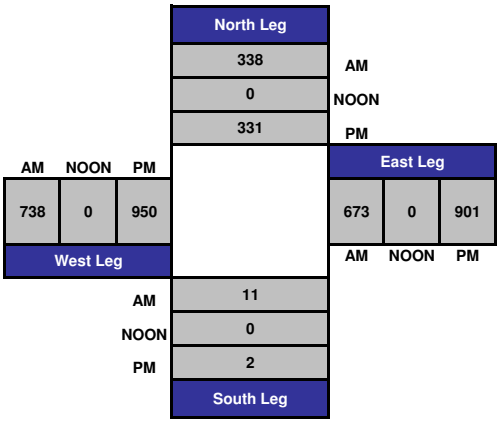
AM	11	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	1	1	PM
		0	1	0	Lanes

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

Total Ins & Outs



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

Peak Hour Summary

Southbound Approach (Avon St)

	Lanes 0	1	0		
AM	10	0	102	157	AM
NOON	0	0	0	0	NOON
PM	18	0	44	313	PM

Eastbound Approach (Empire Ave)

Lanes	AM	NOON	PM
	150	0	522
1	93	0	107
2	479	0	253
0	0	0	0

Westbound Approach

	AM	NOON	PM	Lanes
	64	0	206	0
	140	0	504	2
	0	0	0	0
	581	0	297	

CONTROL: Signalized

Northbound Approach

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

	AM	NOON	PM
North Leg	112	0	62
	157	0	313
West Leg	150	0	522
	572	0	360
South Leg	0	0	0
	0	0	0
East Leg	204	0	710
	581	0	297

Total Volume Per Leg

	AM	NOON	PM
North Leg	269	0	375
West Leg	722	0	882
South Leg	0	0	0
East Leg	785	0	1007

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

Peak Hour Summary

Southbound Approach (Hollywood Way)

	Left	Thru	Right		
Lanes	0.5	0.5	0		
AM	132	0	74	0	AM
NOON	0	0	0	0	NOON
PM	227	0	41	0	PM

Eastbound Approach (Empire Ave)

	AM	NOON	PM
	281	0	754
0	0	0	0
2	495	0	320
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	149	0	527	2
	0	0	0	0
	569	0	361	
	AM	NOON	PM	

Northbound Approach

	Left	Thru	Right	
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	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

	North Leg		
	206	0	AM
	0	0	NOON
	268	0	PM

West Leg	AM	NOON	PM
	281	0	754
	495	0	320

East Leg	AM	NOON	PM
	149	0	527
	569	0	361

South Leg		
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	206	AM
	0	NOON
	268	PM

West Leg	AM	NOON	PM
	776	0	1074

East Leg	AM	NOON	PM
	718	0	888

South Leg	
AM	0
NOON	0
PM	0

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

Peak Hour Summary

Southbound Approach (Victory Pl / Victory Blvd)

Lanes	1	2	2		
AM	42	365	469	792	AM
NOON	0	0	0	0	NOON
PM	144	449	697	1169	PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	1493	0	1758
2	30	0	107
3	1195	0	1224
1	366	0	293

Westbound Approach

Lanes	AM	NOON	PM
1	533	0	555
3	1217	0	1183
2	454	0	277
	1773	0	2162

Northbound Approach

AM	1185	234	229	109	AM
NOON	0	0	0	0	NOON
PM	1019	431	507	241	PM
		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	876	0	1290
	792	0	1169
West Leg	1493	0	1758
	1591	0	1624
East Leg	2204	0	2015
	1773	0	2162
South Leg	1185	0	1019
	572	0	1179

Total Volume Per Leg

	AM	NOON	PM
North Leg	1668	0	2459
West Leg	3084	0	3382
East Leg	3977	0	4177
South Leg	1757	0	2198

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

Peak Hour Summary

Southbound Approach (Victory Pl / Victory Blvd)

Lanes	1	2	2		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach (Burbank Blvd)

Lanes	AM	NOON	PM
	0	0	0
2	0	0	0
3	1	0	0
1	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
	12	0	8

Northbound Approach

AM	0	0	0	11	AM
NOON	0	0	0	0	NOON
PM	0	0	0	8	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	0	0	0
East Leg	0	0	0
West Leg	1	0	0
South Leg	0	0	8
	0	0	11

Total Volume Per Leg

	AM	NOON	PM
North Leg	0	0	0
East Leg	12	0	8
West Leg	1	0	0
South Leg	11	0	8

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

Peak Hour Summary

Southbound Approach (Airport)

	Left	Thru	Right		
Lanes	1.3	0.3	1.3		
AM	79	1	87	132	AM
NOON	0	0	0	0	NOON
PM	94	1	74	161	PM

Eastbound Approach (Empire Ave)

Lanes	AM	NOON	PM
	330	0	773
1	104	0	92
1	413	0	238
0	3	0	3

Westbound Approach

Lanes	AM	NOON	PM
0	28	0	69
2	251	0	679
0	0	0	0
	500	0	312

Northbound Approach

	Left	Thru	Right	
AM	4	0	0	0	AM
NOON	0	0	0	0	NOON
PM	4	0	0	0	PM
Lanes		0	0	0	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

	North Leg		
	167	132	AM
	0	0	NOON
	169	161	PM

West Leg	AM	NOON	PM
	330	0	773
	520	0	333

East Leg	AM	NOON	PM
	279	0	748
	500	0	312

South Leg		
AM	4	0
NOON	0	0
PM	4	0

Total Volume Per Leg

North Leg		
299		AM
0		NOON
330		PM

West Leg	AM	NOON	PM
	850	0	1106

East Leg	AM	NOON	PM
	779	0	1060

South Leg	
AM	4
NOON	0
PM	4

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

Peak Hour Summary

Southbound Approach (Clybourn Ave)

	Lanes 0	1	0		
AM	9	1	1	10	AM
NOON	0	0	0	0	NOON
PM	16	0	1	7	PM

Eastbound Approach (Vanowen St)

Lanes	AM	NOON	PM
	715	0	1330
1	7	0	6
2	1376	0	916
0	105	0	83

Westbound Approach

Lanes	AM	NOON	PM
0	2	0	1
2	640	0	1258
1	51	0	180
	1527	0	999

CONTROL: Signalized

Northbound Approach

AM	157	66	1	150
NOON	0	0	0	0
PM	263	56	0	82
Lanes		0.5	0.5	1

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	11	10	AM
NOON	0	0	NOON
PM	17	7	PM

West Leg	AM	NOON	PM
	715	0	1330
	1488	0	1005

East Leg	AM	NOON	PM
	693	0	1439
	1527	0	999

	South Leg	
AM	157	217
NOON	0	0
PM	263	138

Total Volume Per Leg

	North Leg
AM	21
NOON	0
PM	24

West Leg	AM	NOON	PM
	2203	0	2335

East Leg	AM	NOON	PM
	2220	0	2438

	South Leg
AM	374
NOON	0
PM	401

DAILY TRAFFIC COUNTS

WEEKDAY 1

Prepared by NDS/ATD

VOLUME

Hollywood Way S/O Thornton Ave

Day: Tuesday
Date: 11/14/2017

City: Burbank
Project #: CA17_5732_001

DAILY TOTALS	NB	SB	EB	WB	Total
	17,534	16,843	0	0	34,377

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	43		28						71		12:00	245		228						473	
00:15	41		22						63		12:15	258		205						463	
00:30	39		30						69		12:30	270		197						467	
00:45	25	148	20	100					45	248	12:45	275	1048	235	865					510	1913
01:00	25		23						48		13:00	278		208						486	
01:15	16		17						33		13:15	256		244						500	
01:30	18		10						28		13:30	261		230						491	
01:45	19	78	14	64					33	142	13:45	241	1036	271	953					512	1989
02:00	15		9						24		14:00	243		223						466	
02:15	18		5						23		14:15	275		234						509	
02:30	9		12						21		14:30	308		238						546	
02:45	19	61	12	38					31	99	14:45	248	1074	229	924					477	1998
03:00	16		13						29		15:00	261		218						479	
03:15	11		23						34		15:15	265		248						513	
03:30	12		15						27		15:30	312		230						542	
03:45	19	58	30	81					49	139	15:45	300	1138	235	931					535	2069
04:00	16		33						49		16:00	291		222						513	
04:15	21		46						67		16:15	304		263						567	
04:30	30		46						76		16:30	350		281						631	
04:45	52	119	47	172					99	291	16:45	348	1293	260	1026					608	2319
05:00	58		56						114		17:00	380		290						670	
05:15	67		80						147		17:15	373		276						649	
05:30	106		71						177		17:30	362		304						666	
05:45	125	356	124	331					249	687	17:45	354	1469	272	1142					626	2611
06:00	141		149						290		18:00	380		302						682	
06:15	126		213						339		18:15	406		251						657	
06:30	155		243						398		18:30	322		234						556	
06:45	163	585	267	872					430	1457	18:45	284	1392	214	1001					498	2393
07:00	200		324						524		19:00	295		180						475	
07:15	190		356						546		19:15	263		170						433	
07:30	240		436						676		19:30	246		179						425	
07:45	281	911	434	1550					715	2461	19:45	230	1034	155	684					385	1718
08:00	272		389						661		20:00	211		138						349	
08:15	274		403						677		20:15	218		141						359	
08:30	241		395						636		20:30	203		143						346	
08:45	239	1026	330	1517					569	2543	20:45	173	805	123	545					296	1350
09:00	239		306						545		21:00	150		76						226	
09:15	245		348						593		21:15	142		99						241	
09:30	217		279						496		21:30	152		143						295	
09:45	253	954	311	1244					564	2198	21:45	116	560	109	427					225	987
10:00	208		286						494		22:00	127		106						233	
10:15	220		248						468		22:15	90		81						171	
10:30	179		227						406		22:30	115		67						182	
10:45	207	814	231	992					438	1806	22:45	76	408	54	308					130	716
11:00	209		214						423		23:00	89		66						155	
11:15	228		210						438		23:15	64		59						123	
11:30	235		208						443		23:30	67		36						103	
11:45	229	901	230	862					459	1763	23:45	46	266	53	214					99	480
TOTALS		6011		7823						13834	TOTALS		11523		9020						20543
SPLIT %		43.5%		56.5%						40.2%	SPLIT %		56.1%		43.9%						59.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	17,534	16,843	0	0	34,377

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	17:30	17:15			17:30
AM Pk Volume	1068	1662			2729	PM Pk Volume	1502	1154			2631
Pk Hr Factor	0.950	0.953			0.954	Pk Hr Factor	0.925	0.949			0.964
7 - 9 Volume	1937	3067	0	0	5004	4 - 6 Volume	2762	2168	0	0	4930
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	1068	1662	0	0	2729	4 - 6 Pk Volume	1469	1142	0	0	2611
Pk Hr Factor	0.950	0.953	0.000	0.000	0.954	Pk Hr Factor	0.966	0.939	0.000	0.000	0.974

Prepared by NDS/ATD

VOLUME

Avon Ave E/O Hollywood Way

Day: Tuesday
Date: 11/7/2017

City: Burbank
Project #: CA17_5732_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,232	3,248	4,480

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			0		16		16		12:00			25		59		84	
0:15			0		8		8		12:15			28		60		88	
0:30			1		6		7		12:30			34		55		89	
0:45			2	3	4	34	6	37	12:45			30	117	69	243	99	360
1:00			2		7		9		13:00			25		43		68	
1:15			0		3		3		13:15			20		52		72	
1:30			3		3		6		13:30			25		53		78	
1:45			0	5	3	16	3	21	13:45			15	85	58	206	73	291
2:00			1		3		4		14:00			25		62		87	
2:15			2		1		3		14:15			18		60		78	
2:30			0		5		5		14:30			20		53		73	
2:45			0	3	2	11	2	14	14:45			17	80	46	221	63	301
3:00			1		1		2		15:00			15		47		62	
3:15			2		3		5		15:15			25		59		84	
3:30			3		1		4		15:30			17		64		81	
3:45			2	8	4	9	6	17	15:45			14	71	43	213	57	284
4:00			1		4		5		16:00			21		49		70	
4:15			7		5		12		16:15			21		46		67	
4:30			7		13		20		16:30			16		46		62	
4:45			1	16	6	28	7	44	16:45			24	82	68	209	92	291
5:00			2		5		7		17:00			19		68		87	
5:15			0		9		9		17:15			29		67		96	
5:30			6		20		26		17:30			16		66		82	
5:45			11	19	27	61	38	80	17:45			10	74	58	259	68	333
6:00			8		24		32		18:00			19		73		92	
6:15			11		23		34		18:15			16		62		78	
6:30			9		33		42		18:30			11		49		60	
6:45			9	37	28	108	37	145	18:45			16	62	57	241	73	303
7:00			10		28		38		19:00			15		45		60	
7:15			7		33		40		19:15			12		60		72	
7:30			11		43		54		19:30			15		46		61	
7:45			16	44	41	145	57	189	19:45			10	52	39	190	49	242
8:00			28		33		61		20:00			7		36		43	
8:15			31		45		76		20:15			12		34		46	
8:30			25		35		60		20:30			12		32		44	
8:45			23	107	34	147	57	254	20:45			13	44	42	144	55	188
9:00			35		38		73		21:00			6		47		53	
9:15			23		32		55		21:15			13		25		38	
9:30			29		52		81		21:30			9		33		42	
9:45			26	113	38	160	64	273	21:45			7	35	22	127	29	162
10:00			18		43		61		22:00			4		27		31	
10:15			18		32		50		22:15			2		15		17	
10:30			11		27		38		22:30			5		15		20	
10:45			29	76	42	144	71	220	22:45			3	14	11	68	14	82
11:00			16		48		64		23:00			5		21		26	
11:15			20		39		59		23:15			4		14		18	
11:30			18		59		77		23:30			3		11		14	
11:45			16	70	54	200	70	270	23:45			3	15	18	64	21	79
TOTALS				501		1063		**1564**	**TOTALS**				731		2185		**2916**
SPLIT %				32.0%		68.0%		**34.9%**	**SPLIT %**				25.1%		74.9%		**65.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,232	3,248	4,480

AM Peak Hour			8:15	11:30	**11:45**	**PM Peak Hour**			12:00	16:45	**12:00**
AM Pk Volume			114	232	**331**	**PM Pk Volume**			117	269	**360**
Pk Hr Factor			0.814	0.967	**0.930**	**Pk Hr Factor**			0.860	0.989	**0.909**
7 - 9 Volume	0	0	151	292	**443**	**4 - 6 Volume**	0	0	156	468	**624**
7 - 9 Peak Hour			8:00	7:30	**7:45**	**4 - 6 Peak Hour**			16:30	16:45	**16:45**
7 - 9 Pk Volume	0	0	107	162	**254**	**4 - 6 Pk Volume**	0	0	88	269	**357**
Pk Hr Factor	0.000	0.000	0.863	0.900	**0.836**	**Pk Hr Factor**	0.000	0.000	0.759	0.989	**0.930**

Prepared by NDS/ATD

VOLUME

Empire Ave E/O Avon Ave

Day: Tuesday
Date: 11/7/2017

City: Burbank
Project #: CA17_5732_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,691	5,963	11,654

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			6		19		25		12:00			93		92		185	
0:15			9		11		20		12:15			110		93		203	
0:30			2		11		13		12:30			116		97		213	
0:45			13	30	2	43	15	73	12:45			114	433	100	382	214	815
1:00			3		11		14		13:00			84		87		171	
1:15			4		7		11		13:15			85		94		179	
1:30			3		3		6		13:30			84		97		181	
1:45			6	16	2	23	8	39	13:45			84	337	109	387	193	724
2:00			3		5		8		14:00			82		110		192	
2:15			4		3		7		14:15			80		89		169	
2:30			4		3		7		14:30			95		100		195	
2:45			2	13	2	13	4	26	14:45			76	333	90	389	166	722
3:00			3		4		7		15:00			95		95		190	
3:15			3		1		4		15:15			99		95		194	
3:30			10		6		16		15:30			81		126		207	
3:45			7	23	18	29	25	52	15:45			78	353	84	400	162	753
4:00			5		9		14		16:00			77		131		208	
4:15			12		4		16		16:15			85		112		197	
4:30			11		7		18		16:30			86		122		208	
4:45			16	44	11	31	27	75	16:45			93	341	129	494	222	835
5:00			10		9		19		17:00			84		183		267	
5:15			24		21		45		17:15			98		162		260	
5:30			22		26		48		17:30			82		134		216	
5:45			46	102	28	84	74	186	17:45			83	347	126	605	209	952
6:00			42		37		79		18:00			94		131		225	
6:15			61		33		94		18:15			94		121		215	
6:30			53		51		104		18:30			83		112		195	
6:45			70	226	59	180	129	406	18:45			81	352	99	463	180	815
7:00			67		65		132		19:00			62		100		162	
7:15			84		59		143		19:15			62		86		148	
7:30			107		61		168		19:30			74		74		148	
7:45			84	342	87	272	171	614	19:45			65	263	61	321	126	584
8:00			103		79		182		20:00			64		55		119	
8:15			128		67		195		20:15			53		60		113	
8:30			140		80		220		20:30			61		54		115	
8:45			148	519	93	319	241	838	20:45			30	208	60	229	90	437
9:00			130		96		226		21:00			32		67		99	
9:15			117		74		191		21:15			30		44		74	
9:30			103		90		193		21:30			33		31		64	
9:45			109	459	74	334	183	793	21:45			37	132	53	195	90	327
10:00			114		88		202		22:00			35		42		77	
10:15			83		71		154		22:15			17		28		45	
10:30			68		69		137		22:30			23		28		51	
10:45			85	350	72	300	157	650	22:45			18	93	21	119	39	212
11:00			68		68		136		23:00			26		16		42	
11:15			82		61		143		23:15			11		19		30	
11:30			80		67		147		23:30			10		13		23	
11:45			83	313	88	284	171	597	23:45			15	62	19	67	34	129
TOTALS				2437		1912		**4349**	**TOTALS**				3254		4051		**7305**
SPLIT %				56.0%		44.0%		**37.3%**	**SPLIT %**				44.5%		55.5%		**62.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,691	5,963	11,654

AM Peak Hour			8:15	11:45	**8:15**	**PM Peak Hour**			12:00	16:45	**16:45**
AM Pk Volume			546	370	**882**	**PM Pk Volume**			433	608	**965**
Pk Hr Factor			0.922	0.954	**0.915**	**Pk Hr Factor**			0.933	0.831	**0.904**
7 - 9 Volume	0	0	861	591	**1452**	**4 - 6 Volume**	0	0	688	1099	**1787**
7 - 9 Peak Hour			8:00	8:00	**8:00**	**4 - 6 Peak Hour**			16:30	16:45	**16:45**
7 - 9 Pk Volume	0	0	519	319	**838**	**4 - 6 Pk Volume**	0	0	361	608	**965**
Pk Hr Factor	0.000	0.000	0.877	0.858	**0.869**	**Pk Hr Factor**	0.000	0.000	0.921	0.831	**0.904**

Prepared by NDS/ATD

VOLUME

Ontario St N/O Empire Ave

Day: Tuesday
Date: 11/14/2017

City: Burbank
Project #: CA17_5732_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,776	1,990	0	0	3,766

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		3						3		12:00	32		23						55	
00:15	1		1						2		12:15	28		34						62	
00:30	2		3						5		12:30	26		21						47	
00:45	5	8	1	8					6	16	12:45	23	109	25	103					48	212
01:00	2		1						3		13:00	33		36						69	
01:15	2		0						2		13:15	27		38						65	
01:30	0		0						0		13:30	36		39						75	
01:45	0	4	0	1					0	5	13:45	29	125	17	130					46	255
02:00	1		1						2		14:00	18		26						44	
02:15	0		1						1		14:15	23		36						59	
02:30	0		0						0		14:30	20		23						43	
02:45	1	2	0	2					1	4	14:45	24	85	18	103					42	188
03:00	0		0						0		15:00	30		32						62	
03:15	0		0						0		15:15	22		16						38	
03:30	1		1						2		15:30	24		25						49	
03:45	1	2	0	1					1	3	15:45	18	94	30	103					48	197
04:00	0		1						1		16:00	44		37						81	
04:15	2		2						4		16:15	38		28						66	
04:30	2		3						5		16:30	37		37						74	
04:45	4	8	3	9					7	17	16:45	46	165	38	140					84	305
05:00	5		3						8		17:00	57		61						118	
05:15	5		6						11		17:15	55		51						106	
05:30	6		2						8		17:30	59		60						119	
05:45	8	24	8	19					16	43	17:45	50	221	37	209					87	430
06:00	4		7						11		18:00	49		27						76	
06:15	20		9						29		18:15	40		20						60	
06:30	11		11						22		18:30	40		20						60	
06:45	12	47	11	38					23	85	18:45	28	157	18	85					46	242
07:00	20		28						48		19:00	31		17						48	
07:15	26		26						52		19:15	25		15						40	
07:30	28		32						60		19:30	28		8						36	
07:45	39	113	52	138					91	251	19:45	18	102	6	46					24	148
08:00	30		44						74		20:00	17		3						20	
08:15	35		69						104		20:15	12		8						20	
08:30	42		66						108		20:30	15		13						28	
08:45	51	158	74	253					125	411	20:45	18	62	12	36					30	98
09:00	46		87						133		21:00	7		2						9	
09:15	25		80						105		21:15	7		6						13	
09:30	20		55						75		21:30	10		5						15	
09:45	18	109	59	281					77	390	21:45	4	28	7	20					11	48
10:00	13		62						75		22:00	3		4						7	
10:15	16		32						48		22:15	1		3						4	
10:30	10		21						31		22:30	3		3						6	
10:45	15	54	29	144					44	198	22:45	4	11	2	12					6	23
11:00	17		28						45		23:00	5		3						8	
11:15	20		18						38		23:15	3		3						6	
11:30	15		28						43		23:30	4		3						7	
11:45	21	73	24	98					45	171	23:45	3	15	2	11					5	26
TOTALS		602		992						1594	TOTALS		1174		998						2172
SPLIT %		37.8%		62.2%						42.3%	SPLIT %		54.1%		45.9%						57.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,776	1,990	0	0	3,766

AM Peak Hour	08:15	08:30			08:30	PM Peak Hour	17:00	16:45			17:00
AM Pk Volume	174	307			471	PM Pk Volume	221	210			430
Pk Hr Factor	0.853	0.882			0.885	Pk Hr Factor	0.936	0.861			0.903
7 - 9 Volume	271	391	0	0	662	4 - 6 Volume	386	349	0	0	735
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	158	253	0	0	411	4 - 6 Pk Volume	221	210	0	0	430
Pk Hr Factor	0.775	0.855	0.000	0.000	0.822	Pk Hr Factor	0.936	0.861	0.000	0.000	0.903

Prepared by NDS/ATD

VOLUME

Thornton Ave E/O Hollywood Way

Day: Tuesday
Date: 11/7/2017

City: Burbank
Project #: CA17_5732_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,566	5,070	8,636

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			6		3		9		12:00			49		60		109	
0:15			11		2		13		12:15			56		89		145	
0:30			3		5		8		12:30			49		70		119	
0:45			3	23	5	15	8	38	12:45			45	199	86	305	131	504
1:00			7		1		8		13:00			50		87		137	
1:15			3		1		4		13:15			51		75		126	
1:30			2		3		5		13:30			47		83		130	
1:45			2	14	1	6	3	20	13:45			59	207	90	335	149	542
2:00			4		6		10		14:00			57		76		133	
2:15			2		2		4		14:15			59		82		141	
2:30			2		6		8		14:30			59		92		151	
2:45			1	9	3	17	4	26	14:45			54	229	85	335	139	564
3:00			5		3		8		15:00			31		95		126	
3:15			3		3		6		15:15			51		94		145	
3:30			5		1		6		15:30			58		88		146	
3:45			8	21	1	8	9	29	15:45			48	188	92	369	140	557
4:00			4		5		9		16:00			35		92		127	
4:15			7		11		18		16:15			61		111		172	
4:30			12		8		20		16:30			55		114		169	
4:45			14	37	15	39	29	76	16:45			58	209	105	422	163	631
5:00			6		21		27		17:00			44		130		174	
5:15			17		21		38		17:15			60		126		186	
5:30			19		44		63		17:30			39		121		160	
5:45			33	75	68	154	101	229	17:45			57	200	114	491	171	691
6:00			35		63		98		18:00			49		98		147	
6:15			32		46		78		18:15			51		76		127	
6:30			33		62		95		18:30			41		79		120	
6:45			43	143	49	220	92	363	18:45			42	183	82	335	124	518
7:00			48		62		110		19:00			33		57		90	
7:15			51		74		125		19:15			43		65		108	
7:30			70		96		166		19:30			57		67		124	
7:45			77	246	59	291	136	537	19:45			36	169	63	252	99	421
8:00			97		58		155		20:00			35		52		87	
8:15			70		52		122		20:15			29		41		70	
8:30			102		62		164		20:30			25		41		66	
8:45			93	362	54	226	147	588	20:45			37	126	43	177	80	303
9:00			73		53		126		21:00			32		32		64	
9:15			94		56		150		21:15			23		42		65	
9:30			74		74		148		21:30			29		46		75	
9:45			73	314	52	235	125	549	21:45			21	105	41	161	62	266
10:00			57		65		122		22:00			27		39		66	
10:15			64		61		125		22:15			11		23		34	
10:30			36		73		109		22:30			22		17		39	
10:45			59	216	61	260	120	476	22:45			13	73	23	102	36	175
11:00			40		56		96		23:00			14		17		31	
11:15			41		57		98		23:15			7		14		21	
11:30			47		71		118		23:30			11		10		21	
11:45			52	180	78	262	130	442	23:45			6	38	12	53	18	91
TOTALS				1640		1733		**3373**	**TOTALS**				1926		3337		**5263**
SPLIT %				48.6%		51.4%		**39.1%**	**SPLIT %**				36.6%		63.4%		**60.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,566	5,070	8,636

AM Peak Hour			8:00	11:30	**8:00**	**PM Peak Hour**			13:45	17:00	**16:30**
AM Pk Volume			362	298	**588**	**PM Pk Volume**			234	491	**692**
Pk Hr Factor			0.887	0.837	**0.896**	**Pk Hr Factor**			0.992	0.944	**0.930**
7 - 9 Volume	0	0	608	517	**1125**	**4 - 6 Volume**	0	0	409	913	**1322**
7 - 9 Peak Hour			8:00	7:00	**8:00**	**4 - 6 Peak Hour**			16:15	17:00	**16:30**
7 - 9 Pk Volume	0	0	362	291	**588**	**4 - 6 Pk Volume**	0	0	218	491	**692**
Pk Hr Factor	0.000	0.000	0.887	0.758	**0.896**	**Pk Hr Factor**	0.000	0.000	0.893	0.944	**0.930**

DAILY TRAFFIC COUNTS

WEEKDAY 2

Prepared by NDS/ATD

VOLUME

Hollywood Way S/O Thornton Ave

Day: Thursday
Date: 11/16/2017

City: Burbank
Project #: CA17_5756_001

DAILY TOTALS	NB	SB	EB	WB	Total
	19,072	21,032	0	0	40,104

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	50		24						74		12:00	255		337						592	
00:15	37		30						67		12:15	253		301						554	
00:30	31		27						58		12:30	242		313						555	
00:45	23	141	28	109					51	250	12:45	322	1072	283	1234					605	2306
01:00	31		27						58		13:00	271		312						583	
01:15	24		19						43		13:15	267		268						535	
01:30	28		24						52		13:30	285		276						561	
01:45	27	110	24	94					51	204	13:45	283	1106	292	1148					575	2254
02:00	15		20						35		14:00	237		274						511	
02:15	19		11						30		14:15	258		288						546	
02:30	20		17						37		14:30	267		278						545	
02:45	15	69	18	66					33	135	14:45	281	1043	324	1164					605	2207
03:00	10		18						28		15:00	300		281						581	
03:15	9		11						20		15:15	304		303						607	
03:30	24		31						55		15:30	350		267						617	
03:45	17	60	38	98					55	158	15:45	355	1309	319	1170					674	2479
04:00	20		32						52		16:00	347		309						656	
04:15	22		41						63		16:15	335		297						632	
04:30	41		46						87		16:30	379		323						702	
04:45	48	131	68	187					116	318	16:45	384	1445	334	1263					718	2708
05:00	52		63						115		17:00	400		387						787	
05:15	85		102						187		17:15	364		337						701	
05:30	108		103						211		17:30	391		346						737	
05:45	142	387	175	443					317	830	17:45	386	1541	310	1380					696	2921
06:00	131		175						306		18:00	412		349						761	
06:15	121		255						376		18:15	390		330						720	
06:30	132		291						423		18:30	390		321						711	
06:45	163	547	317	1038					480	1585	18:45	329	1521	268	1268					597	2789
07:00	194		398						592		19:00	336		266						602	
07:15	201		390						591		19:15	321		268						589	
07:30	239		432						671		19:30	256		213						469	
07:45	293	927	490	1710					783	2637	19:45	244	1157	165	912					409	2069
08:00	285		459						744		20:00	212		183						395	
08:15	260		426						686		20:15	231		191						422	
08:30	268		464						732		20:30	234		192						426	
08:45	270	1083	417	1766					687	2849	20:45	212	889	156	722					368	1611
09:00	270		427						697		21:00	219		183						402	
09:15	215		405						620		21:15	215		167						382	
09:30	219		356						575		21:30	190		187						377	
09:45	266	970	361	1549					627	2519	21:45	200	824	153	690					353	1514
10:00	228		316						544		22:00	162		156						318	
10:15	227		319						546		22:15	171		127						298	
10:30	203		279						482		22:30	141		96						237	
10:45	221	879	280	1194					501	2073	22:45	108	582	98	477					206	1059
11:00	239		291						530		23:00	82		54						136	
11:15	232		275						507		23:15	86		71						157	
11:30	219		263						482		23:30	91		58						149	
11:45	256	946	283	1112					539	2058	23:45	74	333	55	238					129	571
TOTALS		6250		9366						15616	TOTALS		12822		11666						24488
SPLIT %		40.0%		60.0%						38.9%	SPLIT %		52.4%		47.6%						61.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	19,072	21,032	0	0	40,104

AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	17:30	16:45			16:45
AM Pk Volume	1106	1839			2945	PM Pk Volume	1579	1404			2943
Pk Hr Factor	0.944	0.938			0.940	Pk Hr Factor	0.958	0.907			0.935
7 - 9 Volume	2010	3476	0	0	5486	4 - 6 Volume	2986	2643	0	0	5629
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	17:00	16:45			16:45
7 - 9 Pk Volume	1106	1839	0	0	2945	4 - 6 Pk Volume	1541	1404	0	0	2943
Pk Hr Factor	0.944	0.938	0.000	0.000	0.940	Pk Hr Factor	0.963	0.907	0.000	0.000	0.935

Prepared by NDS/ATD

VOLUME

Avon St E/O Hollywood Way

Day: Thursday
Date: 11/16/2017

City: Burbank
Project #: CA17_5756_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,345	3,747	5,092

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		3		4		12:00			18		66		84	
00:15			2		9		11		12:15			24		61		85	
00:30			1		7		8		12:30			31		61		92	
00:45			1	5	5	24	6	29	12:45			23	96	69	257	92	353
01:00			0		7		7		13:00			27		72		99	
01:15			4		6		10		13:15			35		68		103	
01:30			1		6		7		13:30			26		45		71	
01:45			0	5	11	30	11	35	13:45			29	117	57	242	86	359
02:00			1		2		3		14:00			25		49		74	
02:15			0		2		2		14:15			15		40		55	
02:30			2		10		12		14:30			17		48		65	
02:45			2	5	3	17	5	22	14:45			12	69	70	207	82	276
03:00			0		2		2		15:00			17		64		81	
03:15			3		2		5		15:15			18		56		74	
03:30			0		3		3		15:30			23		64		87	
03:45			0	3	1	8	1	11	15:45			14	72	65	249	79	321
04:00			5		5		10		16:00			15		66		81	
04:15			1		5		6		16:15			29		54		83	
04:30			3		13		16		16:30			16		66		82	
04:45			3	12	5	28	8	40	16:45			26	86	77	263	103	349
05:00			4		10		14		17:00			16		61		77	
05:15			2		15		17		17:15			25		68		93	
05:30			6		22		28		17:30			19		74		93	
05:45			2	14	26	73	28	87	17:45			29	89	76	279	105	368
06:00			5		21		26		18:00			18		83		101	
06:15			8		25		33		18:15			25		71		96	
06:30			12		22		34		18:30			12		63		75	
06:45			10	35	29	97	39	132	18:45			23	78	54	271	77	349
07:00			9		30		39		19:00			24		57		81	
07:15			11		41		52		19:15			16		57		73	
07:30			7		51		58		19:30			18		44		62	
07:45			21	48	50	172	71	220	19:45			12	70	47	205	59	275
08:00			36		39		75		20:00			16		36		52	
08:15			25		45		70		20:15			15		53		68	
08:30			27		33		60		20:30			16		50		66	
08:45			22	110	43	160	65	270	20:45			13	60	54	193	67	253
09:00			31		43		74		21:00			13		46		59	
09:15			22		35		57		21:15			15		48		63	
09:30			16		34		50		21:30			15		42		57	
09:45			26	95	53	165	79	260	21:45			13	56	50	186	63	242
10:00			23		40		63		22:00			6		40		46	
10:15			17		49		66		22:15			13		47		60	
10:30			17		46		63		22:30			11		39		50	
10:45			15	72	51	186	66	258	22:45			6	36	21	147	27	183
11:00			27		49		76		23:00			7		22		29	
11:15			17		53		70		23:15			6		19		25	
11:30			27		47		74		23:30			3		22		25	
11:45			21	92	63	212	84	304	23:45			4	20	13	76	17	96
TOTALS				496		1172		**1668**	**TOTALS**				849		2575		**3424**
SPLIT %				29.7%		70.3%		**32.8%**	**SPLIT %**				24.8%		75.2%		**67.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,345	3,747	5,092

AM Peak Hour			08:00	11:45	**11:45**	**PM Peak Hour**			13:00	17:30	**17:30**
AM Pk Volume			110	251	**345**	**PM Pk Volume**			117	304	**395**
Pk Hr Factor			0.764	0.951	**0.938**	**Pk Hr Factor**			0.836	0.916	**0.940**
7 - 9 Volume	0	0	158	332	**490**	**4 - 6 Volume**	0	0	175	542	**717**
7 - 9 Peak Hour			08:00	07:30	**07:45**	**4 - 6 Peak Hour**			17:00	16:45	**17:00**
7 - 9 Pk Volume	0	0	110	185	**276**	**4 - 6 Pk Volume**	0	0	89	280	**368**
Pk Hr Factor	0.000	0.000	0.764	0.907	**0.920**	**Pk Hr Factor**	0.000	0.000	0.767	0.909	**0.876**

Prepared by NDS/ATD

VOLUME

Empire Ave E/O Avon St

Day: Thursday
Date: 11/16/2017

City: Burbank
Project #: CA17_5756_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,127	6,215	12,342

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		4		5		12:00			87		83		170	
00:15			9		9		18		12:15			87		94		181	
00:30			9		17		26		12:30			90		102		192	
00:45			8	27	8	38	16	65	12:45			99	363	105	384	204	747
01:00			3		12		15		13:00			86		109		195	
01:15			3		7		10		13:15			86		101		187	
01:30			9		6		15		13:30			82		107		189	
01:45			11	26	8	33	19	59	13:45			104	358	87	404	191	762
02:00			1		3		4		14:00			71		102		173	
02:15			2		3		5		14:15			84		76		160	
02:30			7		7		14		14:30			104		98		202	
02:45			7	17	3	16	10	33	14:45			100	359	92	368	192	727
03:00			5		8		13		15:00			81		93		174	
03:15			5		4		9		15:15			78		104		182	
03:30			6		3		9		15:30			93		120		213	
03:45			1	17	8	23	9	40	15:45			89	341	107	424	196	765
04:00			5		6		11		16:00			94		140		234	
04:15			11		12		23		16:15			90		123		213	
04:30			15		13		28		16:30			79		157		236	
04:45			12	43	11	42	23	85	16:45			107	370	114	534	221	904
05:00			17		15		32		17:00			95		175		270	
05:15			24		15		39		17:15			120		128		248	
05:30			25		19		44		17:30			99		133		232	
05:45			48	114	39	88	87	202	17:45			98	412	146	582	244	994
06:00			50		28		78		18:00			101		151		252	
06:15			68		37		105		18:15			112		131		243	
06:30			68		40		108		18:30			88		119		207	
06:45			89	275	64	169	153	444	18:45			104	405	102	503	206	908
07:00			55		71		126		19:00			95		99		194	
07:15			84		54		138		19:15			81		97		178	
07:30			82		68		150		19:30			85		81		166	
07:45			112	333	81	274	193	607	19:45			65	326	74	351	139	677
08:00			119		73		192		20:00			72		62		134	
08:15			127		82		209		20:15			76		63		139	
08:30			141		89		230		20:30			66		74		140	
08:45			129	516	77	321	206	837	20:45			52	266	76	275	128	541
09:00			123		93		216		21:00			69		70		139	
09:15			128		67		195		21:15			45		64		109	
09:30			102		73		175		21:30			65		62		127	
09:45			101	454	85	318	186	772	21:45			50	229	40	236	90	465
10:00			95		73		168		22:00			44		50		94	
10:15			72		72		144		22:15			42		36		78	
10:30			75		83		158		22:30			46		32		78	
10:45			73	315	70	298	143	613	22:45			22	154	22	140	44	294
11:00			88		75		163		23:00			19		33		52	
11:15			68		80		148		23:15			22		23		45	
11:30			76		87		163		23:30			22		17		39	
11:45			88	320	63	305	151	625	23:45			24	87	16	89	40	176
TOTALS				2457		1925		4382	TOTALS				3670		4290		7960
SPLIT %				56.1%		43.9%		35.5%	SPLIT %				46.1%		53.9%		64.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,127	6,215	12,342

AM Peak Hour			08:30	11:45	08:15	PM Peak Hour			16:45	17:00	17:00
AM Pk Volume			521	342	861	PM Pk Volume			421	582	994
Pk Hr Factor			0.924	0.838	0.936	Pk Hr Factor			0.877	0.831	0.920
7 - 9 Volume	0	0	849	595	1444	4 - 6 Volume	0	0	782	1116	1898
7 - 9 Peak Hour			08:00	07:45	08:00	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	516	325	837	4 - 6 Pk Volume	0	0	421	582	994
Pk Hr Factor	0.000	0.000	0.915	0.913	0.910	Pk Hr Factor	0.000	0.000	0.877	0.831	0.920

Prepared by NDS/ATD

VOLUME

Ontario St N/O Empire Ave

Day: Thursday
Date: 11/16/2017

City: Burbank
Project #: CA17_5756_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,780	2,191	0	0	3,971

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		2						2		12:00	19		36						55	
00:15	1		0						1		12:15	22		40						62	
00:30	0		3						3		12:30	38		41						79	
00:45	0	1	0	5					0	6	12:45	42	121	39	156					81	277
01:00	2		0						2		13:00	46		44						90	
01:15	1		0						1		13:15	40		23						63	
01:30	2		0						2		13:30	43		42						85	
01:45	1	6	0						1	6	13:45	41	170	33	142					74	312
02:00	0		0						0		14:00	29		25						54	
02:15	0		0						0		14:15	26		17						43	
02:30	1		0						1		14:30	35		28						63	
02:45	0	1	0						0	1	14:45	18	108	29	99					47	207
03:00	0		3						3		15:00	22		28						50	
03:15	0		1						1		15:15	19		21						40	
03:30	0		0						0		15:30	19		19						38	
03:45	0		1	5					1	5	15:45	16	76	22	90					38	166
04:00	0		0						0		16:00	26		39						65	
04:15	1		0						1		16:15	22		29						51	
04:30	6		5						11		16:30	30		59						89	
04:45	3	10	0	5					3	15	16:45	21	99	42	169					63	268
05:00	5		3						8		17:00	39		62						101	
05:15	4		1						5		17:15	34		54						88	
05:30	6		3						9		17:30	23		43						66	
05:45	7	22	5	12					12	34	17:45	18	114	42	201					60	315
06:00	7		5						12		18:00	22		32						54	
06:15	14		8						22		18:15	18		28						46	
06:30	18		13						31		18:30	11		27						38	
06:45	22	61	25	51					47	112	18:45	12	63	30	117					42	180
07:00	15		24						39		19:00	15		22						37	
07:15	31		36						67		19:15	11		25						36	
07:30	25		40						65		19:30	12		16						28	
07:45	57	128	59	159					116	287	19:45	12	50	9	72					21	122
08:00	57		53						110		20:00	13		13						26	
08:15	62		51						113		20:15	15		16						31	
08:30	67		71						138		20:30	12		16						28	
08:45	65	251	75	250					140	501	20:45	17	57	13	58					30	115
09:00	58		69						127		21:00	12		13						25	
09:15	44		61						105		21:15	10		14						24	
09:30	40		66						106		21:30	12		12						24	
09:45	48	190	55	251					103	441	21:45	11	45	13	52					24	97
10:00	34		57						91		22:00	6		11						17	
10:15	26		37						63		22:15	4		7						11	
10:30	25		24						49		22:30	4		8						12	
10:45	22	107	22	140					44	247	22:45	3	17	3	29					6	46
11:00	17		31						48		23:00	1		6						7	
11:15	16		27						43		23:15	6		6						12	
11:30	17		28						45		23:30	1		1						2	
11:45	23	73	28	114					51	187	23:45	2	10	1	14					3	24
TOTALS		850		992						1842	TOTALS		930		1199						2129
SPLIT %		46.1%		53.9%						46.4%	SPLIT %		43.7%		56.3%						53.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,780	2,191	0	0	3,971

AM Peak Hour	08:15	08:30			08:15	PM Peak Hour	12:45	16:30			16:30
AM Pk Volume	252	276			518	PM Pk Volume	171	217			341
Pk Hr Factor	0.940	0.920			0.925	Pk Hr Factor	0.929	0.875			0.844
7 - 9 Volume	379	409	0	0	788	4 - 6 Volume	213	370	0	0	583
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	251	250	0	0	501	4 - 6 Pk Volume	124	217	0	0	341
Pk Hr Factor	0.937	0.833	0.000	0.000	0.895	Pk Hr Factor	0.795	0.875	0.000	0.000	0.844

Prepared by NDS/ATD

VOLUME

Thornton Ave E/O Hollywood Way

Day: Thursday
Date: 11/16/2017

City: Burbank
Project #: CA17_5756_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,289	6,327	10,616

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		7		13		12:00			53		107		160	
00:15			7		11		18		12:15			64		99		163	
00:30			2		3		5		12:30			54		108		162	
00:45			3	18	2	23	5	41	12:45			88	259	104	418	192	677
01:00			6		3		9		13:00			63		106		169	
01:15			3		4		7		13:15			65		78		143	
01:30			7		14		21		13:30			66		101		167	
01:45			6	22	6	27	12	49	13:45			61	255	88	373	149	628
02:00			1		4		5		14:00			45		91		136	
02:15			5		3		8		14:15			48		92		140	
02:30			4		10		14		14:30			41		104		145	
02:45			3	13	5	22	8	35	14:45			65	199	104	391	169	590
03:00			5		5		10		15:00			66		123		189	
03:15			7		4		11		15:15			55		101		156	
03:30			4		3		7		15:30			54		104		158	
03:45			8	24	2	14	10	38	15:45			59	234	118	446	177	680
04:00			4		5		9		16:00			71		118		189	
04:15			6		12		18		16:15			56		106		162	
04:30			14		10		24		16:30			76		144		220	
04:45			13	37	11	38	24	75	16:45			69	272	134	502	203	774
05:00			14		23		37		17:00			64		130		194	
05:15			17		39		56		17:15			56		120		176	
05:30			20		35		55		17:30			76		120		196	
05:45			26	77	55	152	81	229	17:45			83	279	130	500	213	779
06:00			38		59		97		18:00			59		130		189	
06:15			26		56		82		18:15			68		105		173	
06:30			44		52		96		18:30			78		114		192	
06:45			42	150	49	216	91	366	18:45			62	267	114	463	176	730
07:00			49		53		102		19:00			64		96		160	
07:15			53		72		125		19:15			78		100		178	
07:30			62		87		149		19:30			54		82		136	
07:45			92	256	69	281	161	537	19:45			48	244	57	335	105	579
08:00			88		70		158		20:00			50		77		127	
08:15			89		61		150		20:15			41		81		122	
08:30			100		87		187		20:30			45		86		131	
08:45			93	370	68	286	161	656	20:45			54	190	79	323	133	513
09:00			85		66		151		21:00			47		71		118	
09:15			67		72		139		21:15			48		71		119	
09:30			64		67		131		21:30			45		80		125	
09:45			75	291	75	280	150	571	21:45			41	181	83	305	124	486
10:00			83		68		151		22:00			38		83		121	
10:15			41		77		118		22:15			47		78		125	
10:30			52		80		132		22:30			37		34		71	
10:45			64	240	85	310	149	550	22:45			18	140	27	222	45	362
11:00			61		116		177		23:00			16		20		36	
11:15			48		47		95		23:15			11		26		37	
11:30			56		74		130		23:30			14		23		37	
11:45			53	218	80	317	133	535	23:45			12	53	14	83	26	136
TOTALS				1716		1966		**3682**	**TOTALS**				2573		4361		**6934**
SPLIT %				46.6%		53.4%		**34.7%**	**SPLIT %**				37.1%		62.9%		**65.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,289	6,327	10,616

AM Peak Hour			08:00	11:45	**07:45**	**PM Peak Hour**			17:45	16:30	**16:30**
AM Pk Volume			370	394	**656**	**PM Pk Volume**			288	528	**793**
Pk Hr Factor			0.925	0.912	**0.877**	**Pk Hr Factor**			0.867	0.917	**0.901**
7 - 9 Volume	0	0	626	567	**1193**	**4 - 6 Volume**	0	0	551	1002	**1553**
7 - 9 Peak Hour			08:00	07:15	**07:45**	**4 - 6 Peak Hour**			17:00	16:30	**16:30**
7 - 9 Pk Volume	0	0	370	298	**656**	**4 - 6 Pk Volume**	0	0	279	528	**793**
Pk Hr Factor	0.000	0.000	0.925	0.856	**0.877**	**Pk Hr Factor**	0.000	0.000	0.840	0.917	**0.901**

DRIVEWAY COUNTS

Prepared by National Data & Surveying Services

3333/3355 Empire Ave & Empire Ave

Peak Hour Turning Movement Count

ID: 17-05831-001
City: Burbank

Day: Wednesday
Date: 12/13/2017

PEAK HOURS	COUNT PERIODS
08:15 AM - 09:15 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:30 PM - 07:30 PM

SOUTHBOUND — 3333/3355 Empire Ave

AM	10	0	3	0	213	AM
NOON	0	0	0	0	0	NOON
PM	115	0	60	0	19	PM

EASTBOUND — Empire Ave

AM	NOON	PM	
259	0	722	
2	0	4	0
118	0	8	0
477	0	348	2
4	0	0	0

WESTBOUND — Empire Ave

PM	NOON	AM	
11	0	95	0
598	0	247	2
0	0	2	0
2	0	1	0
414	0	481	

NORTHBOUND — 3333/3355 Empire Ave

PM	0	0	5	0	4	PM
NOON	0	0	0	0	0	NOON
AM	6	0	0	0	0	AM

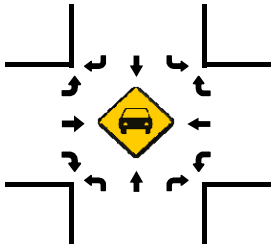
0	1	0	0	
0	0	1	0	

CONTROL

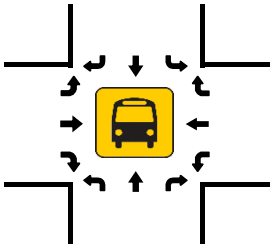
No Control

	AM	NOON	PM
TEV	959	0	1155
PHF	0.91		0.94

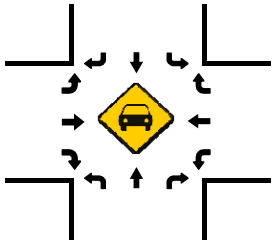
Total Vehicles (AM)



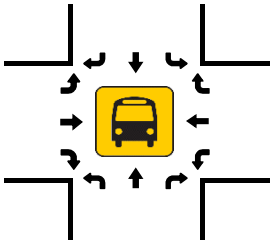
Total Vehicles (AM)



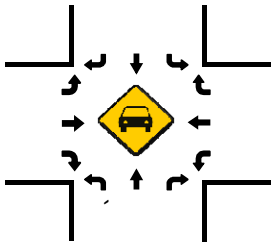
Total Vehicles (NOON)



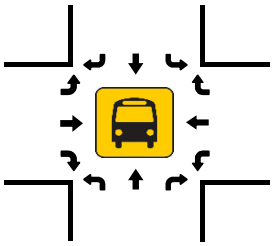
Total Vehicles (NOON)



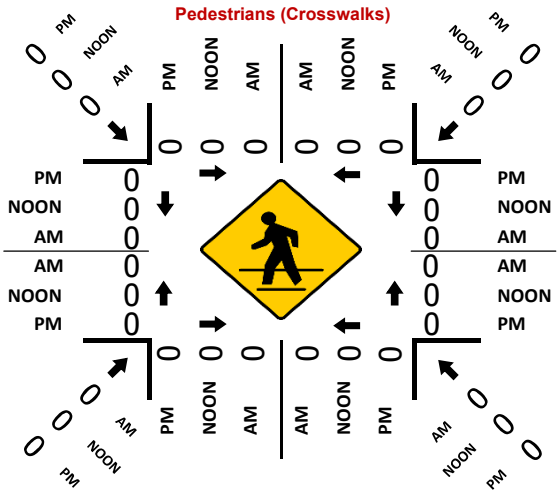
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Ontario St & 2233/2255 Ontario St

Peak Hour Turning Movement Count

ID: 17-05831-002
City: Burbank

Day: Wednesday
Date: 12/13/2017

PEAK HOURS	COUNT PERIODS
08:15 AM - 09:15 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:30 PM - 07:30 PM

SOUTHBOUND (Ontario St)

AM	83	106	0	1	151	AM
NOON	0	0	0	0	0	NOON
PM	3	177	0	0	159	PM

EASTBOUND (2233/2255 Ontario St)

AM	NOON	PM	
134	0	5	
0	0	0	0
3	0	72	0
0	0	0	1
4	0	66	0

WESTBOUND (2233/2255 Ontario St)

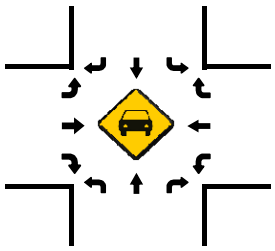
PM	NOON	AM	
0	0	0	0
0	0	0	1
1	0	3	0
0	0	0	0
0	0	1	

NORTHBOUND (Ontario St)

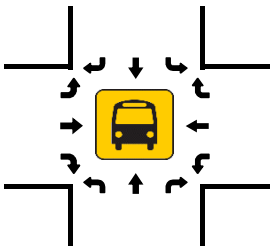
PM	244	0	2	87	0	PM
NOON	0	0	0	0	0	NOON
AM	116	3	51	147	1	AM

CONTROL			
No Control			
TEV	402	0	408
	AM	NOON	PM
PHF	0.96		0.79

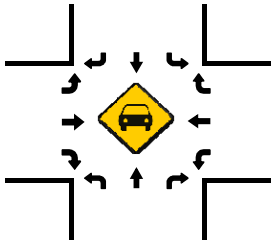
Total Vehicles (AM)



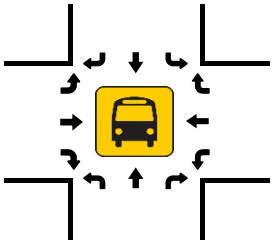
Total Vehicles (AM)



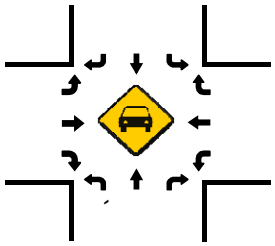
Total Vehicles (NOON)



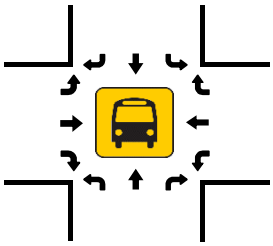
Total Vehicles (NOON)



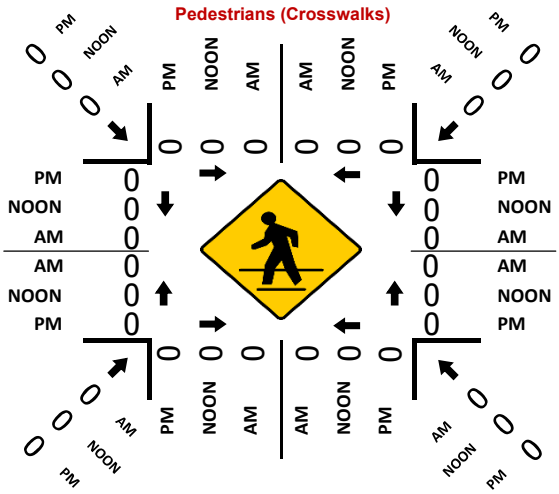
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



APPENDIX B:
INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #1

****

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:	Hollywood Way						Winona Av					
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:		****		****					****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #2

****

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:	Hollywood Way						Thornton Av					
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	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:	****				****				****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

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:	Hollywood Way						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:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

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:	Hollywood Wy SB Frontage						Empire Av					
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:						****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #5

****

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:	Avon St						Empire Av					
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:						****		****		****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #6

****

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:	Bob Hope Airport Dr						Empire Av					
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 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:				****				****		****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

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:	Empire Av						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	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:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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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:	Hollywood Way						Victory Bl					
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:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #9

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

****

Street Name:	Hollywood Way						Burbank Bl					
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	1	1 0	1 0	1	1 0	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	1.79	0.21	1.00	1.88	0.12	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1403	2513	292	1403	2642	163	1403	2604	201	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.12	0.47	0.47	0.10	0.24	0.24	0.13	0.17	0.05
Crit Volume:	50					653		343		189		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #10

****

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:	Hollywood Way						Magnolia Bl					
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:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

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:	Hollywood Way						Verdugo Av					
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:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #12

****

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:	Hollywood Way						Alameda Av					
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:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #13

****

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

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Street Name:	Buena Vista St						San Fernando Bl					
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:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #14

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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:	Ontario St						Empire Av					
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	0
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:	****					****	****				****	

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #15

****

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:	Buena Vista St						Empire Av					
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:	****				****				****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

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	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:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #17

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

****

Street Name:	I-5 SB Ramps						Empire Av					
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 0	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #18

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

****

Street Name:	I-5 NB Ramps						Empire Av					
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	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #19

****

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:	Victory Bl						Burbank Bl					
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:	****			****				****		****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1

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:	Hollywood Way						Winona Av					
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:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2

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:	Hollywood Way						Thornton Av					
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:		****		****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

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:	Hollywood Way						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:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

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:	Hollywood Wy SB Frontage						Empire Av					
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	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:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

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:	Avon St						Empire Av					
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:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

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:	Bob Hope Airport Dr						Empire Av					
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 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:					****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

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:	Empire Av						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:						****	****					****

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:	Hollywood Way						Victory Bl					
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:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	179	Level Of Service:	D

Street Name:	Hollywood Way						Burbank Bl					
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	1	1 0	1 0	1	1 0	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	1.79	0.21	1.00	1.68	0.32	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1403	2510	295	1403	2359	446	1403	2724	81	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.10	0.28	0.28	0.12	0.26	0.26	0.11	0.26	0.08
Crit Volume:			548	141			167				369	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

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:	Hollywood Way						Magnolia Bl					
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:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

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:	Hollywood Way						Verdugo Av					
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:		****			****			****				

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #12

****

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

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Street Name:	Hollywood Way						Alameda Av					
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:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

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:	Buena Vista St						San Fernando Bl					
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:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

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:	Ontario St						Empire Av					
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:		****				****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

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:	Buena Vista St						Empire Av					
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:		****		****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

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	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:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #17

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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Street Name:	I-5 SB Ramps						Empire Av					
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 0	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #18

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

****

Street Name:	I-5 NB Ramps						Empire Av					
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 0	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

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:	Victory Bl						Burbank Bl					
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:	****				****			****		****		

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: 3401 Empire Avenue Office Project
North-South Street: Empire Av **East-West Street:** Vanowen St
Scenario: Existing
Count Date: 2016 **Analyst:** Fehr & Peers **Date:** 2018

	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?			0			0
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM 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	**185**
	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	327
	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:*	185
			East-West:	694		*East-West:*	659
			SUM:	725		*SUM:*	844
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.592
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.592
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: 3401 Empire Avenue Office Project
North-South Street: Hollywood Way **East-West Street:** I-5 NB Ramps
Scenario: Existing
Count Date: 2016 **Analyst:** Fehr & Peers **Date:** 2018

		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	**459**	
	Left-Through		1				1		
	Through	372	1	250		585	1	459	
	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	145		153	1	**153**	
	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	**184**	
	Left-Through		0				0		
	Through	0	0	0		1	0	0	
	Through-Right		0				0		
	Right	66	0	217		181	0	184	
	Left-Through-Right		0				0		
	Left-Right		1				1		
CRITICAL VOLUMES				North-South:	624			North-South:	612
				East-West:	217			East-West:	184
				SUM:	841			SUM:	796
VOLUME/CAPACITY (V/C) RATIO:					0.590				0.559
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.490**				**0.459**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

EXISTING PLUS PROJECT

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #1

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

****

Street Name:	Hollywood Way						Winona Av					
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	917	88	250	2007	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	917	88	250	2007	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	917	88	250	2007	39	7	1	24	45	1	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	917	88	250	2007	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	917	88	250	2007	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	2652	255	1454	4277	83	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.17	0.47	0.47	0.00	0.00	0.02	0.03	0.00	0.03
Crit Volume:			503	250					24	45		
Crit Moves:			****	****					****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #2

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

****

Street Name:	Hollywood Way						Thornton Av					
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	838	195	100	1709	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	838	195	100	1709	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	838	195	100	1709	234	170	45	152	120	77	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	838	195	100	1709	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	838	195	100	1709	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	0.61	0.17	0.07	0.03	0.11	0.09	0.04	0.04
Crit Volume:	106				855				152	120		
Crit Moves:	****				****				****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Hollywood Way						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	120	56	2033	21	81	7	64	49	26	101
Growth Adj:	1.00	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	120	56	2033	21	81	7	64	49	26	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	120	56	2033	21	81	7	64	49	26	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	972	120	56	2033	21	81	7	64	49	26	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	120	56	2033	21	81	7	64	49	26	101
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	1.78	0.22	1.00	2.97	0.03	1.00	0.10	0.90	1.00	0.20	0.80
Final Sat.:	1454	2588	319	1454	4316	45	1454	143	1310	1454	298	1156
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.04	0.47	0.47	0.06	0.05	0.05	0.03	0.09	0.09
Crit Volume:	75				685		81					127
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.270
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Hollywood Wy SB Frontage						Empire Av					
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	534	0	0	158	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	534	0	0	158	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	534	0	0	158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	138	0	534	0	0	158	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	534	0	0	158	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	0.18	0.00	0.00	0.05	0.00
Crit Volume:	0					138		267		0		
Crit Moves:						****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

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:	Avon St						Empire Av					
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	87	0	12	115	503	0	0	147	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	87	0	12	115	503	0	0	147	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	87	0	12	115	503	0	0	147	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	0	12	115	503	0	0	147	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	87	0	12	115	503	0	0	147	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	0.88	0.00	0.12	1.00	2.00	0.00	0.00	1.36	0.64
Final Sat.:	0	0	0	1252	0	173	1425	2850	0	0	1940	910
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.08	0.18	0.00	0.00	0.08	0.08
Crit Volume:	0					99		252		0		
Crit Moves:						****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Bob Hope Airport Dr						Empire Av					
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 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	80	1	74	107	449	2	0	252	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	449	2	0	252	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	449	2	0	252	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	1	74	107	449	2	0	252	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	449	2	0	252	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	1419	6	0	2468	382
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.08	0.32	0.32	0.00	0.10	0.10
Crit Volume:			0	81					451	0		
Crit Moves:				****					****	****		

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:	75	Level Of Service:	C

Street Name:	Empire Av						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	31	0	314	526	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	314	526	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	314	526	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	314	526	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	345	526	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	196	0	2185	1191	3319	0	0	3199	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.44	0.36	0.00	0.00	0.11	0.15
Crit Volume:	0					188	526					181
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

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:	Hollywood Way						Victory Bl					
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	796	85	225	1184	180	253	948	191	87	493	147
Growth Adj:	1.00	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	796	85	225	1184	180	253	948	191	87	493	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	796	85	225	1184	180	253	948	191	87	493	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	796	85	225	1184	180	253	948	191	87	493	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	796	85	225	1184	180	253	948	191	87	493	147
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	0.28	0.06	0.16	0.42	0.13	0.18	0.34	0.14	0.06	0.18	0.10
Crit Volume:	87				592			474		87		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Burbank Bl					
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	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	50	683	76	172	1233	77	149	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	683	76	172	1233	77	149	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	683	76	172	1233	77	149	636	49	189	469	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	683	76	172	1233	77	149	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	683	76	172	1233	77	149	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	1.80	0.20	1.00	1.88	0.12	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1403	2524	281	1403	2640	165	1403	2604	201	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.12	0.47	0.47	0.11	0.24	0.24	0.13	0.17	0.05
Crit Volume:	50				655			343		189		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	152	Level Of Service:	D

Street Name:	Hollywood Way						Magnolia Bl					
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	631	78	226	1339	108	117	552	130	153	450	116
Growth Adj:	1.00	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	631	78	226	1339	108	117	552	130	153	450	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	631	78	226	1339	108	117	552	130	153	450	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	631	78	226	1339	108	117	552	130	153	450	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	631	78	226	1339	108	117	552	130	153	450	116
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				670			276		153		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

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:	Hollywood Way						Verdugo Av					
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	596	45	94	1327	171	178	376	96	158	336	45
Growth Adj:	1.00	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	596	45	94	1327	171	178	376	96	158	336	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	596	45	94	1327	171	178	376	96	158	336	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	596	45	94	1327	171	178	376	96	158	336	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	596	45	94	1327	171	196	376	96	158	336	45
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	0.03	0.06	0.46	0.12	0.07	0.26	0.07	0.11	0.23	0.03
Crit Volume:	27				664		98				336	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Hollywood Way						Alameda Av					
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	276	72	159	1047	446	92	468	104	181	978	311
Growth Adj:	1.00	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	276	72	159	1047	446	92	468	104	181	978	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	276	72	159	1047	446	92	468	104	181	978	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	276	72	159	1047	446	92	468	104	181	978	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	276	72	175	1047	446	101	468	104	181	978	311
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				524			286		181		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #13

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

****

Street Name:	Buena Vista St							San Fernando Bl					
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	693	24	0	1165	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	693	24	0	1165	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	693	24	0	1165	156	0	423	56	34	128	166	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	28	693	24	0	1165	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	693	24	0	1165	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	2371	317	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				661				479	34			
Crit Moves:	****				****				****	****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Ontario St						Empire Av					
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 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	0	0	37	0	62	151	328	0	10	271	95
Growth Adj:	1.00	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	328	0	10	271	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	328	0	10	271	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	37	0	62	151	328	0	10	271	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	328	0	10	271	95
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	1.48	0.52
Final Sat.:	1425	0	0	1425	0	1425	1425	2850	0	1425	2110	740
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.04	0.11	0.12	0.00	0.01	0.13	0.13
Crit Volume:	1					62	151				183	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Buena Vista St						Empire Av					
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:	166	475	296	119	773	59	58	236	211	143	139	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:	166	475	296	119	773	59	58	236	211	143	139	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:	166	475	296	119	773	59	58	236	211	143	139	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	475	296	119	773	59	58	236	211	143	139	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:	183	475	296	131	773	59	64	236	211	157	139	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	1.54	0.46
Final Sat.:	2805	2805	1403	2805	2606	199	2805	2805	1403	2805	2166	639
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.21	0.05	0.30	0.30	0.02	0.08	0.15	0.06	0.06	0.06
Crit Volume:	91				416				211	79		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

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	540	9	147	864	248	160	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	248	160	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	248	160	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	248	160	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	248	160	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	1.55	0.45	1.00	0.56	0.44	1.00	0.73	0.27
Final Sat.:	1530	3010	50	1530	2378	682	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	160					73
Crit Moves:	****					****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

Street Name:	I-5 SB Ramps						Empire Av					
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	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #18

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

****

Street Name:	I-5 NB Ramps						Empire Av					
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	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Victory Bl						Burbank Bl					
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	224	113	499	424	47	36	1242	375	416	1198	536
Growth Adj:	1.00	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	224	113	499	424	47	36	1242	375	416	1198	536
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	224	113	499	424	47	36	1242	375	416	1198	536
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	224	113	499	424	47	36	1242	375	416	1198	536
PCE Adj:	1.00	1.00	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	224	113	549	424	47	40	1242	375	458	1198	536
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	2.26	1.74	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3165	2445	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	0.30	0.27	0.16	0.28	0.38
Crit Volume:	124				243			414		229		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #1

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	D

****

Street Name:	Hollywood Way						Winona Av					
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	1685	49	53	1133	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	1685	49	53	1133	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	1685	49	53	1133	11	23	2	25	91	3	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1685	49	53	1133	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	1685	49	53	1133	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	2825	82	1454	4319	42	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.60	0.60	0.04	0.26	0.26	0.02	0.00	0.02	0.06	0.00	0.18
Crit Volume:		867			53			23				262
Crit Moves:		****			****			****				****

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #2

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

****

Street Name:	Hollywood Way						Thornton Av					
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	1367	106	53	1062	137	219	43	158	182	101	147
Growth Adj:	1.00	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	1367	106	53	1062	137	219	43	158	182	101	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1367	106	53	1062	137	219	43	158	182	101	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1367	106	53	1062	137	219	43	158	182	101	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1367	106	53	1062	137	241	43	158	182	101	147
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	0.49	0.08	0.04	0.38	0.10	0.09	0.03	0.11	0.13	0.07	0.10
Crit Volume:		684		53					158	182		
Crit Moves:		****		****					****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Hollywood Way						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	54	33	1525	27	100	6	78	149	29	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:	95	1301	54	33	1525	27	100	6	78	149	29	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:	95	1301	54	33	1525	27	100	6	78	149	29	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1301	54	33	1525	27	100	6	78	149	29	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:	95	1301	54	33	1525	27	100	6	78	149	29	202
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	0.07	0.93	1.00	0.13	0.87
Final Sat.:	1454	2791	116	1454	4285	76	1454	104	1350	1454	182	1271
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.47	0.02	0.36	0.36	0.07	0.06	0.06	0.10	0.16	0.16
Crit Volume:			678	33			100					231
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Hollywood Wy SB Frontage						Empire Av					
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	224	0	309	0	0	493	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	309	0	0	493	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	309	0	0	493	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	224	0	309	0	0	493	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	309	0	0	493	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				247	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Avon St						Empire Av					
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	53	0	35	102	243	0	0	461	194
Growth Adj:	1.00	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	53	0	35	102	243	0	0	461	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	53	0	35	102	243	0	0	461	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	35	102	243	0	0	461	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	53	0	35	102	243	0	0	461	194
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	0.60	0.00	0.40	1.00	2.00	0.00	0.00	1.41	0.59
Final Sat.:	0	0	0	858	0	567	1425	2850	0	0	2006	844
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.07	0.09	0.00	0.00	0.23	0.23
Crit Volume:	0					88	102				328	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Bob Hope Airport Dr						Empire Av					
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 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	63	1	76	82	240	2	0	647	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	240	2	0	647	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	240	2	0	647	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	1	76	82	240	2	0	647	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	240	2	0	647	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	2634	216
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	0.25	0.25
Crit Volume:	0				100		82					350
Crit Moves:					****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

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:	Empire Av						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	647	284	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	647	284	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	647	284	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	647	284	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	712	284	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	58	0	2573	1316	3069	0	0	2980	77
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.22	0.21	0.00	0.00	0.25	0.29
Crit Volume:	0					364	284					378
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

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:	Hollywood Way						Victory Bl					
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	1030	86	202	855	350	223	759	94	79	863	147
Growth Adj:	1.00	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	1030	86	202	855	350	223	759	94	79	863	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1030	86	202	855	350	223	759	94	79	863	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1030	86	202	855	350	223	759	94	79	863	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1030	86	202	855	350	223	759	94	79	863	147
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	0.30	0.25	0.16	0.27	0.07	0.06	0.31	0.10
Crit Volume:		515			202			223			432	
Crit Moves:		****			****			****			****	

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:	Hollywood Way						Burbank Bl					
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	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	71	985	115	141	695	130	168	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	985	115	141	695	130	168	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	985	115	141	695	130	168	702	21	150	737	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	985	115	141	695	130	168	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	985	115	141	695	130	168	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	1.79	0.21	1.00	1.68	0.32	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1403	2512	293	1403	2363	442	1403	2724	81	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.10	0.29	0.29	0.12	0.26	0.26	0.11	0.26	0.08
Crit Volume:		550			141			168			369	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

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:	Hollywood Way						Magnolia Bl					
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	954	131	199	608	170	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	954	131	199	608	170	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	954	131	199	608	170	155	673	98	141	800	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	954	131	199	608	170	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	954	131	199	608	170	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	0.22	0.12	0.11	0.24	0.07	0.10	0.29	0.14
Crit Volume:		477			199			155			400	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Verdugo Av					
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	953	98	54	599	131	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	953	98	54	599	131	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	953	98	54	599	131	244	694	52	90	488	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	953	98	54	599	131	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	953	98	54	599	131	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	0.21	0.09	0.09	0.48	0.04	0.06	0.34	0.04
Crit Volume:		477			54			694			488	
Crit Moves:		****			****			****				

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

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:	Hollywood Way						Alameda Av					
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	634	367	91	414	295	183	901	94	49	998	397
Growth Adj:	1.00	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	634	367	91	414	295	183	901	94	49	998	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	634	367	91	414	295	183	901	94	49	998	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	634	367	91	414	295	183	901	94	49	998	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	634	367	100	414	295	201	901	94	49	998	397
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	0.15	0.21	0.07	0.35	0.35	0.03	0.24	0.28
Crit Volume:	190				207				498	49		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Buena Vista St						San Fernando Bl					
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	1104	20	0	894	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	1104	20	0	894	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	1104	20	0	894	140	0	303	51	55	272	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1104	20	0	894	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	1104	20	0	894	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:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Ontario St						Empire Av					
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	111	0	151	36	364	0	1	386	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	111	0	151	36	364	0	1	386	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	111	0	151	36	364	0	1	386	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	111	0	151	36	364	0	1	386	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	111	0	151	36	364	0	1	386	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	2495	355
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.11	0.03	0.13	0.00	0.00	0.15	0.15
Crit Volume:		3				151	36				221	
Crit Moves:		****				****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Buena Vista St						Empire Av					
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:	145	793	434	146	590	61	80	194	230	375	229	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:	145	793	434	146	590	61	80	194	230	375	229	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:	145	793	434	146	590	61	80	194	230	375	229	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	793	434	146	590	61	80	194	230	375	229	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:	160	793	434	161	590	61	88	194	230	413	229	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	1794	1011
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.31	0.06	0.23	0.23	0.03	0.07	0.16	0.15	0.13	0.13
Crit Volume:		397		80					230	206		
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
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	881	16	140	709	176	216	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	176	216	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	176	216	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	176	216	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	176	216	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	2451	609	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			216			89	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

Street Name:	I-5 SB Ramps						Empire Av					
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	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

Street Name:	I-5 NB Ramps						Empire Av					
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	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	D

Street Name:	Victory Bl						Burbank Bl					
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	498	244	704	443	138	109	1279	294	279	1234	518
Growth Adj:	1.00	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	498	244	704	443	138	109	1279	294	279	1234	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	498	244	704	443	138	109	1279	294	279	1234	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	498	244	704	443	138	109	1279	294	279	1234	518
PCE Adj:	1.00	1.00	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	498	244	774	443	138	120	1279	294	307	1234	518
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	3569	2041	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			304				426		153		
Crit Moves:	****			****				****		****		

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: 3401 Empire Avenue Office Project
North-South Street: Empire Av **East-West Street:** Vanowen St
Scenario: Existing plus Project
Count Date: 2016 **Analyst:** Fehr & Peers **Date:** 2018

	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?			0			0
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM 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	314	1	0	647	1	**190**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	526	1	**526**	284	1	**284**
	Left-Through		0			0	
	Through	1197	2	599	653	2	327
	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:*	190
			East-West:	707		*East-West:*	662
			SUM:	738		*SUM:*	852
VOLUME/CAPACITY *(V/C)* RATIO:				0.518			0.598
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.598
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: 3401 Empire Avenue Office Project
North-South Street: Hollywood Way **East-West Street:** I-5 NB Ramps
Scenario: Existing plus Project
Count Date: 2016 **Analyst:** Fehr & Peers **Date:** 2018

	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	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	382	1	**251**	818	1	**468**
	Left-Through		1			1	
	Through	372	1	251	586	1	468
	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	749	2	**375**	276	2	138
	Through-Right		0			0	
	Right	145	1	145	153	1	**153**
	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	**184**
	Left-Through		0			0	
	Through	0	0	0	1	0	0
	Through-Right		0			0	
	Right	66	0	217	181	0	184
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	626		*North-South:*	621
			East-West:	217		*East-West:*	184
			SUM:	843		*SUM:*	805
VOLUME/CAPACITY *(V/C)* RATIO:				0.592			0.565
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.492**			**0.465**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

FUTURE BASE

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #1

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

****

Street Name:	Hollywood Way						Winona Av					
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	1250	95	273	2287	76	45	24	153	86	44	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:	137	1250	95	273	2287	76	45	24	153	86	44	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:	137	1250	95	273	2287	76	45	24	153	86	44	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1250	95	273	2287	76	45	24	153	86	44	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:	137	1250	95	273	2287	76	45	24	153	86	44	55
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	4220	140	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.19	0.54	0.54	0.03	0.02	0.11	0.06	0.03	0.04
Crit Volume:		673		273					153	86		
Crit Moves:		****		****					****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #2

****

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:	Hollywood Way						Thornton Av					
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:	57	1310	211	258	2092	140	71	10	42	130	54	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:	57	1310	211	258	2092	140	71	10	42	130	54	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:	57	1310	211	258	2092	140	71	10	42	130	54	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1310	211	258	2092	140	71	10	42	130	54	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1310	211	258	2092	140	78	10	42	130	54	112
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	0.47	0.15	0.18	0.75	0.10	0.03	0.01	0.03	0.09	0.04	0.08
Crit Volume:	57				1046				42	130		
Crit Moves:	****				****				****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #3

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Hollywood Way						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:	81	1349	31	62	2340	35	100	8	69	20	28	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1349	31	62	2340	35	100	8	69	20	28	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1349	31	62	2340	35	100	8	69	20	28	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1349	31	62	2340	35	100	8	69	20	28	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1349	31	62	2340	35	100	8	69	20	28	152
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	2.96	0.04	1.00	0.10	0.90	1.00	0.16	0.84
Final Sat.:	1454	2842	65	1454	4296	64	1454	151	1302	1454	226	1227
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.47	0.04	0.54	0.54	0.07	0.05	0.05	0.01	0.12	0.12
Crit Volume:	81				792		100				180	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

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:	Hollywood Wy SB Frontage						Empire Av					
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	122	0	169	0	511	0	0	130	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	122	0	169	0	511	0	0	130	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	122	0	169	0	511	0	0	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	169	0	511	0	0	130	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	122	0	169	0	511	0	0	130	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					169		256		0		
Crit Moves:						****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #5

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

****

Street Name:	Avon St						Empire Av					
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	148	0	3	70	564	0	0	128	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:	0	0	0	148	0	3	70	564	0	0	128	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:	0	0	0	148	0	3	70	564	0	0	128	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	148	0	3	70	564	0	0	128	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:	0	0	0	148	0	3	70	564	0	0	128	120
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	0.98	0.00	0.02	1.00	2.00	0.00	0.00	1.03	0.97
Final Sat.:	0	0	0	1397	0	28	1425	2850	0	0	1471	1379
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.05	0.20	0.00	0.00	0.09	0.09
Crit Volume:	0					151		282		0		
Crit Moves:						****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Bob Hope Airport Dr						Empire Av					
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 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	22	1	74	110	548	2	0	301	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	22	1	74	110	548	2	0	301	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	22	1	74	110	548	2	0	301	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	1	74	110	548	2	0	301	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	24	1	74	110	548	2	0	301	14
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	1.91	0.09
Final Sat.:	0	0	0	1425	14	1411	1425	1420	5	0	2723	127
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.07	0.05	0.08	0.39	0.39	0.00	0.11	0.11
Crit Volume:	0				100			550		0		
Crit Moves:					****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Street Name:	Empire Av						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	34	0	362	625	1295	0	0	377	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	34	0	362	625	1295	0	0	377	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	34	0	362	625	1295	0	0	377	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	362	625	1295	0	0	377	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	34	0	398	625	1295	0	0	377	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	187	0	2194	1191	3319	0	0	3200	85
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.52	0.39	0.00	0.00	0.12	0.16
Crit Volume:	0					216	625					196
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Victory Bl					
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:	98	1029	94	244	1374	203	302	1043	222	95	556	162
Growth Adj:	1.00	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	1029	94	244	1374	203	302	1043	222	95	556	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1029	94	244	1374	203	302	1043	222	95	556	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1029	94	244	1374	203	302	1043	222	95	556	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1029	94	244	1374	203	302	1043	222	95	556	162
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	0.07	0.17	0.49	0.14	0.22	0.37	0.16	0.07	0.20	0.12
Crit Volume:	98				687			522		95		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

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:	Hollywood Way						Burbank Bl					
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	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	64	898	87	186	1464	87	179	704	73	216	527	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:	64	898	87	186	1464	87	179	704	73	216	527	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:	64	898	87	186	1464	87	179	704	73	216	527	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	898	87	186	1464	87	179	704	73	216	527	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:	64	898	87	186	1464	87	179	704	73	216	527	80
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	1.82	0.18	1.00	1.89	0.11	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1403	2557	248	1403	2648	157	1403	2541	264	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.13	0.55	0.55	0.13	0.28	0.28	0.15	0.19	0.06
Crit Volume:	64				776			389		216		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	1.005
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Magnolia Bl					
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:	107	847	87	245	1621	120	140	629	157	177	534	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	847	87	245	1621	120	140	629	157	177	534	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	847	87	245	1621	120	140	629	157	177	534	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	847	87	245	1621	120	140	629	157	177	534	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	847	87	245	1621	120	140	629	157	177	534	124
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	0.30	0.06	0.17	0.58	0.09	0.10	0.22	0.11	0.13	0.19	0.09
Crit Volume:	107				811			315		177		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Verdugo Av					
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:	34	826	51	102	1662	185	192	407	120	181	364	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:	34	826	51	102	1662	185	192	407	120	181	364	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:	34	826	51	102	1662	185	192	407	120	181	364	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	826	51	102	1662	185	192	407	120	181	364	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	826	51	102	1662	185	211	407	120	181	364	48
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	0.04	0.07	0.57	0.13	0.07	0.28	0.08	0.12	0.25	0.03
Crit Volume:	34				831		106				364	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Alameda Av					
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:	108	408	91	265	1321	502	164	758	113	196	1092	372
Growth Adj:	1.00	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	408	91	265	1321	502	164	758	113	196	1092	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	408	91	265	1321	502	164	758	113	196	1092	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	408	91	265	1321	502	164	758	113	196	1092	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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:	108	408	91	292	1321	502	180	758	113	196	1092	372
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	2441	364	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.06	0.10	0.47	0.36	0.06	0.31	0.31	0.14	0.26	0.27
Crit Volume:	108				661			436		196		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Buena Vista St						San Fernando Bl					
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:	63	620	74	183	938	158	84	644	92	198	701	144
Growth Adj:	1.00	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	620	74	183	938	158	84	644	92	198	701	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	620	74	183	938	158	84	644	92	198	701	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	620	74	183	938	158	84	644	92	198	701	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	620	74	183	938	158	84	644	92	198	701	144
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	0.22	0.05	0.13	0.33	0.11	0.06	0.23	0.07	0.14	0.25	0.10
Crit Volume:	63				469			322		198		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Ontario St						Empire Av					
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	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	0	0	75	0	67	163	405	0	11	267	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:	1	0	0	75	0	67	163	405	0	11	267	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:	1	0	0	75	0	67	163	405	0	11	267	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	75	0	67	163	405	0	11	267	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:	1	0	0	75	0	67	163	405	0	11	267	193
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	1.16	0.84
Final Sat.:	1425	0	0	1425	0	1425	1425	2850	0	1425	1654	1196
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.11	0.14	0.00	0.01	0.16	0.16
Crit Volume:	1			75			163				230	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

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:	Buena Vista St						Empire Av					
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	527	322	148	858	61	60	346	227	144	248	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:	150	527	322	148	858	61	60	346	227	144	248	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:	150	527	322	148	858	61	60	346	227	144	248	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	527	322	148	858	61	60	346	227	144	248	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	165	527	322	163	858	61	66	346	227	158	248	44
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	1.70	0.30
Final Sat.:	2805	2805	1403	2805	2619	186	2805	2805	1403	2805	2382	423
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.23	0.06	0.33	0.33	0.02	0.12	0.16	0.06	0.10	0.10
Crit Volume:	83					460			227	79		
Crit Moves:	****					****			****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
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:	44	599	8	144	957	262	170	53	102	10	57	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:	44	599	8	144	957	262	170	53	102	10	57	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:	44	599	8	144	957	262	170	53	102	10	57	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	599	8	144	957	262	170	53	102	10	57	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:	44	599	8	144	957	262	170	53	102	10	57	22
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	1.57	0.43	1.00	0.34	0.66	1.00	0.72	0.28
Final Sat.:	1530	3020	40	1530	2402	658	1530	523	1007	1530	1104	426
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.09	0.40	0.40	0.11	0.10	0.10	0.01	0.05	0.05
Crit Volume:	44				610		170				79	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	I-5 SB Ramps						Empire Av					
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	237	0	80	0	395	566	237	972	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	237	0	80	0	395	566	237	972	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	237	0	80	0	395	566	237	972	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	0	80	0	395	566	237	972	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	261	0	80	0	395	566	261	972	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	0.14	0.40	0.09	0.34	0.00
Crit Volume:	0			130				197			486	
Crit Moves:				****							****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

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:	I-5 NB Ramps						Empire Av					
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			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 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	657	10	113	0	0	0	31	601	0	0	552	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	10	113	0	0	0	31	601	0	0	552	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	10	113	0	0	0	31	601	0	0	552	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	10	113	0	0	0	31	601	0	0	552	175
PCE Adj:	1.00	1.00	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:	723	10	113	0	0	0	34	601	0	0	552	175
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.:	2811	39	1425	0	0	0	2850	2850	0	0	2164	686
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.08	0.00	0.00	0.00	0.01	0.21	0.00	0.00	0.26	0.26
Crit Volume:	366				0		17					364
Crit Moves:	****						****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

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:	Victory Bl						Burbank Bl					
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:	249	280	122	539	471	51	41	1366	409	464	1357	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	280	122	539	471	51	41	1366	409	464	1357	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	280	122	539	471	51	41	1366	409	464	1357	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	280	122	539	471	51	41	1366	409	464	1357	572
PCE Adj:	1.00	1.00	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:	274	280	122	593	471	51	45	1366	409	510	1357	572
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	3126	2484	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.19	0.19	0.04	0.02	0.32	0.29	0.18	0.32	0.41
Crit Volume:		140			266			455			255	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #1

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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Street Name:	Hollywood Way						Winona Av					
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:	114	1940	53	65	1582	34	76	26	189	124	46	287
Growth Adj:	1.00	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	1940	53	65	1582	34	76	26	189	124	46	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1940	53	65	1582	34	76	26	189	124	46	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1940	53	65	1582	34	76	26	189	124	46	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1940	53	65	1582	34	76	26	189	124	46	287
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	2830	77	1454	4269	92	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.08	0.69	0.69	0.04	0.37	0.37	0.05	0.02	0.13	0.09	0.03	0.20
Crit Volume:			997	65			76					287
Crit Moves:			****	****			****					****

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Thornton Av					
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:	24	1676	115	148	1704	45	104	11	17	197	81	298
Growth Adj:	1.00	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	1676	115	148	1704	45	104	11	17	197	81	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1676	115	148	1704	45	104	11	17	197	81	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1676	115	148	1704	45	104	11	17	197	81	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1676	115	148	1704	45	114	11	17	197	81	298
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:	0.02	0.60	0.08	0.11	0.61	0.03	0.04	0.01	0.01	0.14	0.06	0.21
Crit Volume:		838		148			57					298
Crit Moves:		****		****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Hollywood Way						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:	103	1591	28	55	2101	41	120	6	84	50	31	142
Growth Adj:	1.00	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	1591	28	55	2101	41	120	6	84	50	31	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1591	28	55	2101	41	120	6	84	50	31	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1591	28	55	2101	41	120	6	84	50	31	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1591	28	55	2101	41	120	6	84	50	31	142
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	2.94	0.06	1.00	0.07	0.93	1.00	0.18	0.82
Final Sat.:	1454	2857	50	1454	4277	83	1454	97	1357	1454	260	1193
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.56	0.04	0.49	0.49	0.08	0.06	0.06	0.03	0.12	0.12
Crit Volume:		810			55			120				173
Crit Moves:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hollywood Wy SB Frontage						Empire Av					
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	124	0	311	0	231	0	0	480	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	124	0	311	0	231	0	0	480	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	124	0	311	0	231	0	0	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	311	0	231	0	0	480	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	124	0	311	0	231	0	0	480	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	0.21	0.00	0.08	0.00	0.00	0.16	0.00
Crit Volume:	0					311	0				240	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #5

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

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Street Name:	Avon St						Empire Av					
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	96	0	8	28	328	0	0	476	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:	0	0	0	96	0	8	28	328	0	0	476	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:	0	0	0	96	0	8	28	328	0	0	476	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	8	28	328	0	0	476	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	8	28	328	0	0	476	221
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	0.92	0.00	0.08	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	0	0	0	1315	0	110	1425	2850	0	0	1946	904
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.02	0.12	0.00	0.00	0.24	0.24
Crit Volume:			0	96			28				349	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Bob Hope Airport Dr						Empire Av					
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 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	3	1	74	84	298	2	0	768	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	3	1	74	84	298	2	0	768	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	3	1	74	84	298	2	0	768	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	1	74	84	298	2	0	768	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	3	1	74	84	298	2	0	768	5
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	1416	10	0	2832	18
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		84					387
Crit Moves:					****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	176	Level Of Service:	D

Street Name:	Empire Av						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	17	0	760	341	707	0	0	794	24
Growth Adj:	1.00	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	17	0	760	341	707	0	0	794	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	0	760	341	707	0	0	794	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	760	341	707	0	0	794	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	17	0	836	341	707	0	0	794	24
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	2979	77
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.26	0.23	0.00	0.00	0.27	0.31
Crit Volume:	0					427	341					409
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	1.122
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Bl					
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:	202	1241	96	222	1116	413	254	849	107	87	954	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1241	96	222	1116	413	254	849	107	87	954	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1241	96	222	1116	413	254	849	107	87	954	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1241	96	222	1116	413	254	849	107	87	954	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1241	96	222	1116	413	254	849	107	87	954	161
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	0.44	0.07	0.16	0.40	0.29	0.18	0.30	0.08	0.06	0.34	0.11
Crit Volume:		621			222			254			477	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

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

Street Name:	Hollywood Way						Burbank Bl					
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	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	105	1229	142	153	934	161	190	783	38	169	814	118
Growth Adj:	1.00	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	1229	142	153	934	161	190	783	38	169	814	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1229	142	153	934	161	190	783	38	169	814	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1229	142	153	934	161	190	783	38	169	814	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1229	142	153	934	161	190	783	38	169	814	118
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	1.79	0.21	1.00	1.71	0.29	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1403	2514	291	1403	2393	412	1403	2675	130	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.49	0.11	0.39	0.39	0.14	0.29	0.29	0.12	0.29	0.08
Crit Volume:			686	153			190				407	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

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:	Hollywood Way						Magnolia Bl					
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:	190	1251	167	214	851	200	174	780	113	158	904	208
Growth Adj:	1.00	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	1251	167	214	851	200	174	780	113	158	904	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1251	167	214	851	200	174	780	113	158	904	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1251	167	214	851	200	174	780	113	158	904	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1251	167	214	851	200	174	780	113	158	904	208
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	0.12	0.15	0.30	0.14	0.12	0.28	0.08	0.11	0.32	0.15
Crit Volume:		626		214			174				452	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	1.014
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Verdugo Av					
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:	111	1332	117	57	863	141	264	751	63	101	528	61
Growth Adj:	1.00	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	1332	117	57	863	141	264	751	63	101	528	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1332	117	57	863	141	264	751	63	101	528	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1332	117	57	863	141	264	751	63	101	528	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	111	1332	117	57	863	141	290	751	63	101	528	61
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:	0.08	0.46	0.08	0.04	0.30	0.10	0.10	0.52	0.04	0.07	0.36	0.04
Crit Volume:		666			57			751			528	
Crit Moves:		****			****			****				

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Alameda Av					
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:	371	892	443	145	581	380	228	1082	102	54	1279	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	892	443	145	581	380	228	1082	102	54	1279	561
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	892	443	145	581	380	228	1082	102	54	1279	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	892	443	145	581	380	228	1082	102	54	1279	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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:	371	892	443	160	581	380	251	1082	102	54	1279	561
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	2563	242	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.26	0.32	0.32	0.06	0.21	0.27	0.09	0.42	0.42	0.04	0.30	0.40
Crit Volume:	371				291		125					561
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #13

****

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:	Buena Vista St						San Fernando Bl					
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:	69	997	108	221	707	142	127	820	69	140	527	361
Growth Adj:	1.00	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	997	108	221	707	142	127	820	69	140	527	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	997	108	221	707	142	127	820	69	140	527	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	997	108	221	707	142	127	820	69	140	527	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	997	108	221	707	142	127	820	69	140	527	361
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	0.36	0.08	0.16	0.25	0.10	0.09	0.29	0.05	0.10	0.19	0.26
Crit Volume:		498		221				410		140		
Crit Moves:		****		****				****		****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Ontario St						Empire Av					
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	197	0	163	39	464	0	1	382	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:	0	1	2	197	0	163	39	464	0	1	382	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:	0	1	2	197	0	163	39	464	0	1	382	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	197	0	163	39	464	0	1	382	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:	0	1	2	197	0	163	39	464	0	1	382	107
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	2226	624
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.11	0.03	0.16	0.00	0.00	0.17	0.17
Crit Volume:		3		197			39					245
Crit Moves:		****		****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Buena Vista St						Empire Av					
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:	152	866	473	173	659	63	83	390	218	393	270	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:	152	866	473	173	659	63	83	390	218	393	270	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:	152	866	473	173	659	63	83	390	218	393	270	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	866	473	173	659	63	83	390	218	393	270	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	167	866	473	190	659	63	91	390	218	432	270	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:	2.00	2.00	1.00	2.00	1.83	0.17	2.00	2.00	1.00	2.00	1.32	0.68
Final Sat.:	2805	2805	1403	2805	2560	245	2805	2805	1403	2805	1847	958
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.34	0.07	0.26	0.26	0.03	0.14	0.16	0.15	0.15	0.15
Crit Volume:		433		95					218	216		
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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:	64	964	14	137	788	188	227	14	75	18	53	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:	64	964	14	137	788	188	227	14	75	18	53	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:	64	964	14	137	788	188	227	14	75	18	53	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	964	14	137	788	188	227	14	75	18	53	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	964	14	137	788	188	227	14	75	18	53	43
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	0.16	0.84	1.00	0.55	0.45
Final Sat.:	1530	3016	44	1530	2471	589	1530	241	1289	1530	845	685
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.09	0.32	0.32	0.15	0.06	0.06	0.01	0.06	0.06
Crit Volume:			489	137			227				96	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	A

Street Name:	I-5 SB Ramps						Empire Av					
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	247	0	43	0	772	1047	154	1314	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	247	0	43	0	772	1047	154	1314	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	247	0	43	0	772	1047	154	1314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	0	43	0	772	1047	154	1314	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	272	0	43	0	772	1047	169	1314	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	0.10	0.00	0.03	0.00	0.27	0.73	0.06	0.46	0.00
Crit Volume:	0			136				386			657	
Crit Moves:				****							****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

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:	I-5 NB Ramps						Empire Av					
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			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 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	912	10	278	0	0	0	62	957	0	0	557	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	912	10	278	0	0	0	62	957	0	0	557	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	912	10	278	0	0	0	62	957	0	0	557	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	912	10	278	0	0	0	62	957	0	0	557	350
PCE Adj:	1.00	1.00	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:	1003	10	278	0	0	0	68	957	0	0	557	350
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	1.23	0.77
Final Sat.:	2822	28	1425	0	0	0	2850	2850	0	0	1750	1100
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.20	0.00	0.00	0.00	0.02	0.34	0.00	0.00	0.32	0.32
Crit Volume:	507					0	34					454
Crit Moves:	****						****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Victory Bl						Burbank Bl					
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:	493	558	264	754	525	149	128	1454	336	311	1378	559
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	493	558	264	754	525	149	128	1454	336	311	1378	559
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	493	558	264	754	525	149	128	1454	336	311	1378	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	558	264	754	525	149	128	1454	336	311	1378	559
PCE Adj:	1.00	1.00	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:	542	558	264	829	525	149	141	1454	336	342	1378	559
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	3435	2175	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.19	0.24	0.24	0.11	0.05	0.35	0.24	0.12	0.33	0.40
Crit Volume:		279		339				485		171		
Crit Moves:		****		****				****		****		

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: 3401 Empire Avenue Office Project
North-South Street: Empire Av **East-West Street:** Vanowen St
Scenario: Future Base
Count Date: 2016 **Analyst:** Fehr & Peers **Date:** 2018

	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?			0			0
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM 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	34	0	**34**	17	0	17
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	362	1	0	760	1	**219**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	625	1	**625**	341	1	**341**
	Left-Through		0			0	
	Through	1295	2	648	707	2	354
	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	377	1	**196**	794	1	**409**
	Through-Right		1			1	
	Right	14	0	14	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	34		*North-South:*	219
			East-West:	821		*East-West:*	750
			SUM:	855		*SUM:*	969
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.680
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.680
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: 3401 Empire Avenue Office Project
North-South Street: Hollywood Way **East-West Street:** I-5 NB Ramps
Scenario: Future Base
Count Date: 2016 **Analyst:** Fehr & Peers **Date:** 2018

		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	467	1		**306**	1079	1		**599**
	Left-Through		1				1		
	Through	451	1		306	719	1		599
	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	898	2		**449**	362	2		**181**
	Through-Right		0				0		
	Right	157	1		157	166	1		166
	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	509	1		**290**	245	1		**221**
	Left-Through		0				0		
	Through	0	0		290	1	0		221
	Through-Right		0				0		
	Right	71	0		0	196	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	755			*North-South:*	780
				East-West:	290			*East-West:*	221
				SUM:	1045			*SUM:*	1001
VOLUME/CAPACITY *(V/C)* RATIO:					0.733				0.702
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**					**0.633**				**0.602**
LEVEL OF SERVICE (LOS):					**B**				**B**

Version: 1i Beta; 8/4/2011

FUTURE PLUS PROJECT

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #1

****

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:	Hollywood Way						Winona Av					
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	1254	95	273	2316	76	45	24	153	86	44	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:	137	1254	95	273	2316	76	45	24	153	86	44	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:	137	1254	95	273	2316	76	45	24	153	86	44	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1254	95	273	2316	76	45	24	153	86	44	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:	137	1254	95	273	2316	76	45	24	153	86	44	55
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	0.46	0.46	0.19	0.55	0.55	0.03	0.02	0.11	0.06	0.03	0.04
Crit Volume:		675		273					153	86		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #2

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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Street Name:	Hollywood Way						Thornton Av					
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:	57	1314	211	254	2125	140	71	10	42	130	54	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:	57	1314	211	254	2125	140	71	10	42	130	54	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:	57	1314	211	254	2125	140	71	10	42	130	54	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1314	211	254	2125	140	71	10	42	130	54	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1314	211	254	2125	140	78	10	42	130	54	112
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	0.47	0.15	0.18	0.76	0.10	0.03	0.01	0.03	0.09	0.04	0.08
Crit Volume:	57				1063				42	130		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Hollywood Way						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:	81	1349	74	95	2340	35	100	8	69	25	28	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:	81	1349	74	95	2340	35	100	8	69	25	28	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:	81	1349	74	95	2340	35	100	8	69	25	28	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1349	74	95	2340	35	100	8	69	25	28	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:	81	1349	74	95	2340	35	100	8	69	25	28	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	1.90	0.10	1.00	2.96	0.04	1.00	0.10	0.90	1.00	0.15	0.85
Final Sat.:	1454	2756	151	1454	4296	64	1454	151	1302	1454	221	1232
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.49	0.07	0.54	0.54	0.07	0.05	0.05	0.02	0.13	0.13
Crit Volume:	81				792		100				184	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #4

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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

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Street Name:	Hollywood Wy SB Frontage						Empire Av					
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	122	0	169	0	524	0	0	132	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	122	0	169	0	524	0	0	132	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	122	0	169	0	524	0	0	132	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	169	0	524	0	0	132	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	122	0	169	0	524	0	0	132	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					169		262		0		
Crit Moves:						****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.294
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Avon St						Empire Av					
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	134	0	5	88	560	0	0	128	122
Growth Adj:	1.00	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	5	88	560	0	0	128	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	88	560	0	0	128	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	5	88	560	0	0	128	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	134	0	5	88	560	0	0	128	122
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	1.02	0.98
Final Sat.:	0	0	0	1374	0	51	1425	2850	0	0	1459	1391
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.06	0.20	0.00	0.00	0.09	0.09
Crit Volume:	0					139		280		0		
Crit Moves:						****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Bob Hope Airport Dr						Empire Av					
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 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	22	1	74	110	561	2	0	303	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	22	1	74	110	561	2	0	303	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	22	1	74	110	561	2	0	303	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	1	74	110	561	2	0	303	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	24	1	74	110	561	2	0	303	14
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	1.91	0.09
Final Sat.:	0	0	0	1425	14	1411	1425	1420	5	0	2724	126
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.07	0.05	0.08	0.40	0.40	0.00	0.11	0.11
Crit Volume:	0				100			563		0		
Crit Moves:					****			****		****		

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:	158	Level Of Service:	D

Street Name:	Empire Av						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	34	0	364	638	1295	0	0	377	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	34	0	364	638	1295	0	0	377	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	34	0	364	638	1295	0	0	377	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	364	638	1295	0	0	377	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	34	0	400	638	1295	0	0	377	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	2195	1191	3319	0	0	3200	85
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.54	0.39	0.00	0.00	0.12	0.16
Crit Volume:	0					217	638					196
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #8

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Hollywood Way						Victory Bl					
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:	98	1061	94	245	1378	204	309	1043	222	95	556	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:	98	1061	94	245	1378	204	309	1043	222	95	556	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:	98	1061	94	245	1378	204	309	1043	222	95	556	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1061	94	245	1378	204	309	1043	222	95	556	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:	98	1061	94	245	1378	204	309	1043	222	95	556	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:	0.07	0.38	0.07	0.17	0.49	0.15	0.22	0.37	0.16	0.07	0.20	0.12
Crit Volume:	98				689			522		95		
Crit Moves:	****				****			****		****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

Cycle (sec):	100	Critical Vol./Cap.(X):	1.031
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Burbank Bl					
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	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	64	926	87	186	1467	88	183	704	73	216	527	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:	64	926	87	186	1467	88	183	704	73	216	527	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:	64	926	87	186	1467	88	183	704	73	216	527	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	926	87	186	1467	88	183	704	73	216	527	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:	64	926	87	186	1467	88	183	704	73	216	527	80
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	1.83	0.17	1.00	1.89	0.11	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1403	2564	241	1403	2646	159	1403	2541	264	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.13	0.55	0.55	0.13	0.28	0.28	0.15	0.19	0.06
Crit Volume:	64				778			389		216		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	1.006
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Magnolia Bl					
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:	107	873	87	245	1624	120	141	629	157	177	534	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:	107	873	87	245	1624	120	141	629	157	177	534	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:	107	873	87	245	1624	120	141	629	157	177	534	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	873	87	245	1624	120	141	629	157	177	534	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	873	87	245	1624	120	141	629	157	177	534	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	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	0.31	0.06	0.17	0.58	0.09	0.10	0.22	0.11	0.13	0.19	0.09
Crit Volume:	107				812			315		177		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Verdugo Av					
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:	34	849	51	102	1665	185	193	407	120	181	364	49
Growth Adj:	1.00	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	849	51	102	1665	185	193	407	120	181	364	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	849	51	102	1665	185	193	407	120	181	364	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	849	51	102	1665	185	193	407	120	181	364	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	34	849	51	102	1665	185	212	407	120	181	364	49
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	0.29	0.04	0.07	0.57	0.13	0.07	0.28	0.08	0.12	0.25	0.03
Crit Volume:	34				832		106				364	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Alameda Av					
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:	108	412	91	265	1322	503	165	758	113	196	1092	380
Growth Adj:	1.00	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	412	91	265	1322	503	165	758	113	196	1092	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	412	91	265	1322	503	165	758	113	196	1092	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	412	91	265	1322	503	165	758	113	196	1092	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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:	108	412	91	292	1322	503	182	758	113	196	1092	380
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	2441	364	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.06	0.10	0.47	0.36	0.06	0.31	0.31	0.14	0.26	0.27
Crit Volume:	108				661			436		196		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

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:	Buena Vista St						San Fernando Bl					
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:	63	621	74	183	942	158	84	644	92	198	701	144
Growth Adj:	1.00	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	621	74	183	942	158	84	644	92	198	701	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	621	74	183	942	158	84	644	92	198	701	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	621	74	183	942	158	84	644	92	198	701	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	621	74	183	942	158	84	644	92	198	701	144
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	0.22	0.05	0.13	0.34	0.11	0.06	0.23	0.07	0.14	0.25	0.10
Crit Volume:	63				471			322		198		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Ontario St						Empire Av					
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	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	0	0	77	0	67	163	409	0	11	306	198
Growth Adj:	1.00	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	77	0	67	163	409	0	11	306	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	0	67	163	409	0	11	306	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	77	0	67	163	409	0	11	306	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	77	0	67	163	409	0	11	306	198
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	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.11	0.14	0.00	0.01	0.18	0.18
Crit Volume:	1			77			163				252	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Buena Vista St						Empire Av					
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:	151	527	322	148	858	61	60	351	228	144	290	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:	151	527	322	148	858	61	60	351	228	144	290	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:	151	527	322	148	858	61	60	351	228	144	290	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	527	322	148	858	61	60	351	228	144	290	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	166	527	322	163	858	61	66	351	228	158	290	44
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	1.74	0.26
Final Sat.:	2805	2805	1403	2805	2619	186	2805	2805	1403	2805	2435	370
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.23	0.06	0.33	0.33	0.02	0.13	0.16	0.06	0.12	0.12
Crit Volume:	83					460			228	79		
Crit Moves:	****					****			****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
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:	44	599	8	144	957	266	171	53	102	10	57	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:	44	599	8	144	957	266	171	53	102	10	57	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:	44	599	8	144	957	266	171	53	102	10	57	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	599	8	144	957	266	171	53	102	10	57	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:	44	599	8	144	957	266	171	53	102	10	57	22
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	1.57	0.43	1.00	0.34	0.66	1.00	0.72	0.28
Final Sat.:	1530	3020	40	1530	2394	666	1530	523	1007	1530	1104	426
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.09	0.40	0.40	0.11	0.10	0.10	0.01	0.05	0.05
Crit Volume:	44					612	171				79	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	I-5 SB Ramps						Empire Av					
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	237	0	80	0	396	570	237	1011	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	237	0	80	0	396	570	237	1011	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	237	0	80	0	396	570	237	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	0	80	0	396	570	237	1011	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	261	0	80	0	396	570	261	1011	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	0.14	0.40	0.09	0.35	0.00
Crit Volume:	0			130				198			506	
Crit Moves:				****							****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	I-5 NB Ramps						Empire Av					
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			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 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	690	10	113	0	0	0	31	602	0	0	557	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	10	113	0	0	0	31	602	0	0	557	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	690	10	113	0	0	0	31	602	0	0	557	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	10	113	0	0	0	31	602	0	0	557	175
PCE Adj:	1.00	1.00	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:	759	10	113	0	0	0	34	602	0	0	557	175
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	2169	681
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.08	0.00	0.00	0.00	0.01	0.21	0.00	0.00	0.26	0.26
Crit Volume:	385				0		17				366	
Crit Moves:	****						****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	C

Street Name:	Victory Bl						Burbank Bl					
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:	249	283	122	539	471	51	41	1366	409	464	1357	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	283	122	539	471	51	41	1366	409	464	1357	573
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	283	122	539	471	51	41	1366	409	464	1357	573
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	283	122	539	471	51	41	1366	409	464	1357	573
PCE Adj:	1.00	1.00	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:	274	283	122	593	471	51	45	1366	409	510	1357	573
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	3126	2484	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.19	0.19	0.04	0.02	0.32	0.29	0.18	0.32	0.41
Crit Volume:		142			266			455			255	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Winona Av					
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:	114	1970	53	65	1588	34	76	26	189	124	46	287
Growth Adj:	1.00	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	1970	53	65	1588	34	76	26	189	124	46	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1970	53	65	1588	34	76	26	189	124	46	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1970	53	65	1588	34	76	26	189	124	46	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1970	53	65	1588	34	76	26	189	124	46	287
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	2831	76	1454	4269	91	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.08	0.70	0.70	0.04	0.37	0.37	0.05	0.02	0.13	0.09	0.03	0.20
Crit Volume:			1012	65			76					287
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #2

****

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:	Hollywood Way						Thornton Av					
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:	24	1709	115	148	1710	45	104	11	17	197	81	294
Growth Adj:	1.00	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	1709	115	148	1710	45	104	11	17	197	81	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1709	115	148	1710	45	104	11	17	197	81	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1709	115	148	1710	45	104	11	17	197	81	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1709	115	148	1710	45	114	11	17	197	81	294
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:	0.02	0.61	0.08	0.11	0.61	0.03	0.04	0.01	0.01	0.14	0.06	0.21
Crit Volume:		855		148			57					294
Crit Moves:		****		****			****					****

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Hollywood Way						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:	103	1591	36	61	2101	41	120	6	84	94	31	175
Growth Adj:	1.00	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	1591	36	61	2101	41	120	6	84	94	31	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1591	36	61	2101	41	120	6	84	94	31	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1591	36	61	2101	41	120	6	84	94	31	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1591	36	61	2101	41	120	6	84	94	31	175
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	0.15	0.85
Final Sat.:	1454	2843	64	1454	4277	83	1454	97	1357	1454	219	1235
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.56	0.04	0.49	0.49	0.08	0.06	0.06	0.06	0.14	0.14
Crit Volume:		814			61			120			206	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hollywood Wy SB Frontage						Empire Av					
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	124	0	311	0	234	0	0	494	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	124	0	311	0	234	0	0	494	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	124	0	311	0	234	0	0	494	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	311	0	234	0	0	494	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	124	0	311	0	234	0	0	494	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	0.21	0.00	0.08	0.00	0.00	0.16	0.00
Crit Volume:	0					311	0				247	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Avon St						Empire Av					
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	97	0	24	30	328	0	0	474	210
Growth Adj:	1.00	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	97	0	24	30	328	0	0	474	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	97	0	24	30	328	0	0	474	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	97	0	24	30	328	0	0	474	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	97	0	24	30	328	0	0	474	210
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	0.80	0.00	0.20	1.00	2.00	0.00	0.00	1.39	0.61
Final Sat.:	0	0	0	1142	0	283	1425	2850	0	0	1975	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.02	0.12	0.00	0.00	0.24	0.24
Crit Volume:	0					121	30				342	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Bob Hope Airport Dr						Empire Av					
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 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	3	1	74	84	301	2	0	782	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	3	1	74	84	301	2	0	782	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	3	1	74	84	301	2	0	782	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	1	74	84	301	2	0	782	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	3	1	74	84	301	2	0	782	5
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	1416	9	0	2832	18
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	0.28	0.28
Crit Volume:	0				100		84					394
Crit Moves:					****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Empire Av						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	17	0	774	344	707	0	0	794	24
Growth Adj:	1.00	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	17	0	774	344	707	0	0	794	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	0	774	344	707	0	0	794	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	774	344	707	0	0	794	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	17	0	851	344	707	0	0	794	24
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	2580	1316	3069	0	0	2979	77
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.33	0.26	0.23	0.00	0.00	0.27	0.31
Crit Volume:	0					434	344					409
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	1.128
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Bl					
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:	202	1247	96	226	1149	420	255	849	107	87	954	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1247	96	226	1149	420	255	849	107	87	954	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1247	96	226	1149	420	255	849	107	87	954	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1247	96	226	1149	420	255	849	107	87	954	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1247	96	226	1149	420	255	849	107	87	954	162
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	0.44	0.07	0.16	0.41	0.30	0.18	0.30	0.08	0.06	0.34	0.12
Crit Volume:		624			226			255			477	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9

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:	Hollywood Way						Burbank Bl					
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	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	105	1234	142	153	963	165	191	783	38	169	814	118
Growth Adj:	1.00	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	1234	142	153	963	165	191	783	38	169	814	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1234	142	153	963	165	191	783	38	169	814	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1234	142	153	963	165	191	783	38	169	814	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1234	142	153	963	165	191	783	38	169	814	118
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	1.79	0.21	1.00	1.71	0.29	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1403	2516	289	1403	2395	410	1403	2675	130	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.49	0.11	0.40	0.40	0.14	0.29	0.29	0.12	0.29	0.08
Crit Volume:		688			153			191			407	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10

Cycle (sec):	100	Critical Vol./Cap.(X):	1.047
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Magnolia Bl					
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:	190	1256	167	215	877	201	174	780	113	158	904	208
Growth Adj:	1.00	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	1256	167	215	877	201	174	780	113	158	904	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1256	167	215	877	201	174	780	113	158	904	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1256	167	215	877	201	174	780	113	158	904	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1256	167	215	877	201	174	780	113	158	904	208
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	0.12	0.15	0.31	0.14	0.12	0.28	0.08	0.11	0.32	0.15
Crit Volume:	628			215			174			452		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11

Cycle (sec):	100	Critical Vol./Cap.(X):	1.016
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Verdugo Av					
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:	111	1336	117	58	886	142	264	751	63	101	528	61
Growth Adj:	1.00	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	1336	117	58	886	142	264	751	63	101	528	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1336	117	58	886	142	264	751	63	101	528	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1336	117	58	886	142	264	751	63	101	528	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	111	1336	117	58	886	142	290	751	63	101	528	61
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:	0.08	0.46	0.08	0.04	0.30	0.10	0.10	0.52	0.04	0.07	0.36	0.04
Crit Volume:		668			58			751			528	
Crit Moves:		****			****			****				

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Alameda Av					
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:	371	893	443	146	592	388	228	1082	102	54	1279	563
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	893	443	146	592	388	228	1082	102	54	1279	563
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	893	443	146	592	388	228	1082	102	54	1279	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	893	443	146	592	388	228	1082	102	54	1279	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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:	371	893	443	161	592	388	251	1082	102	54	1279	563
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	2563	242	1403	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.26	0.32	0.32	0.06	0.21	0.28	0.09	0.42	0.42	0.04	0.30	0.40
Crit Volume:	371				296		125					563
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13

Cycle (sec):	100	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						San Fernando Bl					
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:	69	1001	108	221	708	142	127	820	69	140	527	361
Growth Adj:	1.00	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	1001	108	221	708	142	127	820	69	140	527	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1001	108	221	708	142	127	820	69	140	527	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1001	108	221	708	142	127	820	69	140	527	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1001	108	221	708	142	127	820	69	140	527	361
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	0.36	0.08	0.16	0.25	0.10	0.09	0.29	0.05	0.10	0.19	0.26
Crit Volume:		501		221				410		140		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ontario St						Empire Av					
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	210	0	163	39	496	0	1	390	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:	0	1	2	210	0	163	39	496	0	1	390	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:	0	1	2	210	0	163	39	496	0	1	390	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	210	0	163	39	496	0	1	390	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:	0	1	2	210	0	163	39	496	0	1	390	109
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	2227	623
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.11	0.03	0.17	0.00	0.00	0.18	0.18
Crit Volume:		3		210			39					250
Crit Moves:		****		****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Buena Vista St						Empire Av					
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:	153	866	473	173	659	63	83	433	220	393	278	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:	153	866	473	173	659	63	83	433	220	393	278	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:	153	866	473	173	659	63	83	433	220	393	278	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	866	473	173	659	63	83	433	220	393	278	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	168	866	473	190	659	63	91	433	220	432	278	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:	2.00	2.00	1.00	2.00	1.83	0.17	2.00	2.00	1.00	2.00	1.33	0.67
Final Sat.:	2805	2805	1403	2805	2560	245	2805	2805	1403	2805	1866	939
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.34	0.07	0.26	0.26	0.03	0.15	0.16	0.15	0.15	0.15
Crit Volume:		433		95					220	216		
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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:	64	964	14	137	788	189	231	14	75	18	53	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:	64	964	14	137	788	189	231	14	75	18	53	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:	64	964	14	137	788	189	231	14	75	18	53	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	964	14	137	788	189	231	14	75	18	53	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	964	14	137	788	189	231	14	75	18	53	43
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	0.16	0.84	1.00	0.55	0.45
Final Sat.:	1530	3016	44	1530	2468	592	1530	241	1289	1530	845	685
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.09	0.32	0.32	0.15	0.06	0.06	0.01	0.06	0.06
Crit Volume:			489	137			231				96	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	A

Street Name:	I-5 SB Ramps						Empire Av					
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	247	0	43	0	777	1081	154	1322	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	247	0	43	0	777	1081	154	1322	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	247	0	43	0	777	1081	154	1322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	0	43	0	777	1081	154	1322	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	272	0	43	0	777	1081	169	1322	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	0.10	0.00	0.03	0.00	0.27	0.76	0.06	0.46	0.00
Crit Volume:	0			136				389			661	
Crit Moves:				****							****	

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18

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:	I-5 NB Ramps						Empire Av					
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			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 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	919	10	278	0	0	0	62	962	0	0	558	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	919	10	278	0	0	0	62	962	0	0	558	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	919	10	278	0	0	0	62	962	0	0	558	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	919	10	278	0	0	0	62	962	0	0	558	350
PCE Adj:	1.00	1.00	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:	1011	10	278	0	0	0	68	962	0	0	558	350
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	1.23	0.77
Final Sat.:	2822	28	1425	0	0	0	2850	2850	0	0	1751	1099
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.20	0.00	0.00	0.00	0.02	0.34	0.00	0.00	0.32	0.32
Crit Volume:	510					0	34					454
Crit Moves:	****						****					****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19

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:	Victory Bl						Burbank Bl					
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:	493	559	264	755	528	149	128	1454	336	311	1378	559
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	493	559	264	755	528	149	128	1454	336	311	1378	559
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	493	559	264	755	528	149	128	1454	336	311	1378	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	559	264	755	528	149	128	1454	336	311	1378	559
PCE Adj:	1.00	1.00	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:	542	559	264	831	528	149	141	1454	336	342	1378	559
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	3430	2180	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.19	0.24	0.24	0.11	0.05	0.35	0.24	0.12	0.33	0.40
Crit Volume:		280		340				485		171		
Crit Moves:		****		****				****		****		

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: 3401 Empire Avenue Office Project
North-South Street: Empire Av **East-West Street:** Vanowen St
Scenario: Future plus Project
Count Date: 2016 **Analyst:** Fehr & Peers **Date:** 2018

	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?			0			0
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM 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	34	0	**34**	17	0	17
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	364	1	0	774	1	**224**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	638	1	**638**	344	1	**344**
	Left-Through		0			0	
	Through	1295	2	648	707	2	354
	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	377	1	**196**	794	1	**409**
	Through-Right		1			1	
	Right	14	0	14	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	34		*North-South:*	224
			East-West:	834		*East-West:*	753
			SUM:	868		*SUM:*	977
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.686
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.686
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: 3401 Empire Avenue Office Project
North-South Street: Hollywood Way **East-West Street:** I-5 NB Ramps
Scenario: Future plus Project
Count Date: 2016 **Analyst:** Fehr & Peers **Date:** 2018

	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	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	470	1	**307**	1106	1	**609**
	Left-Through		1			1	
	Through	451	1	307	720	1	609
	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	899	2	**450**	362	2	**181**
	Through-Right		0			0	
	Right	157	1	157	166	1	166
	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	509	1	**290**	245	1	**221**
	Left-Through		0			0	
	Through	0	0	290	1	0	221
	Through-Right		0			0	
	Right	71	0	0	196	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	757		*North-South:*	790
			East-West:	290		*East-West:*	221
			SUM:	1047		*SUM:*	1011
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.709
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.609**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

FUTURE PLUS PROJECT
WITH MITIGATIONS

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #1

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

****

Street Name:	Hollywood Way						Winona Av					
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:	137	1254	95	273	2316	76	45	24	153	86	44	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:	137	1254	95	273	2316	76	45	24	153	86	44	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:	137	1254	95	273	2316	76	45	24	153	86	44	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1254	95	273	2316	76	45	24	153	86	44	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:	137	1254	95	273	2316	76	45	24	153	86	44	55
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	2.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	4053	307	1454	4222	139	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.19	0.55	0.55	0.03	0.02	0.11	0.06	0.03	0.04
Crit Volume:	137					797			153	86		
Crit Moves:	****					****			****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #2

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

****

Street Name:	Hollywood Way						Thornton Av					
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 1	0	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	57	1314	211	254	2125	140	71	10	42	130	54	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:	57	1314	211	254	2125	140	71	10	42	130	54	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:	57	1314	211	254	2125	140	71	10	42	130	54	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1314	211	254	2125	140	71	10	42	130	54	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1314	211	254	2125	140	78	10	42	130	54	112
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	2.81	0.19	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	3947	260	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.15	0.18	0.54	0.54	0.03	0.01	0.03	0.09	0.04	0.08
Crit Volume:		657		254					42	130		
Crit Moves:		****		****					****	****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #3

****

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:	Hollywood Way						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:	81	1349	74	95	2340	35	100	8	69	25	28	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:	81	1349	74	95	2340	35	100	8	69	25	28	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:	81	1349	74	95	2340	35	100	8	69	25	28	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1349	74	95	2340	35	100	8	69	25	28	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:	81	1349	74	95	2340	35	100	8	69	25	28	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	1.90	0.10	1.00	2.96	0.04	1.00	0.10	0.90	1.00	1.00	1.00
Final Sat.:	1454	2756	151	1454	4296	64	1454	151	1302	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.49	0.07	0.54	0.54	0.07	0.05	0.05	0.02	0.02	0.11
Crit Volume:	81				792		100					156
Crit Moves:	****				****		****					****

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #8

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	Hollywood Way						Victory Bl					
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	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	98	1061	94	245	1378	204	309	1043	222	95	556	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:	98	1061	94	245	1378	204	309	1043	222	95	556	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:	98	1061	94	245	1378	204	309	1043	222	95	556	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1061	94	245	1378	204	309	1043	222	95	556	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:	98	1061	94	245	1378	204	309	1043	222	95	556	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	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	0.25	0.07	0.17	0.49	0.15	0.22	0.37	0.16	0.07	0.20	0.12
Crit Volume:	98				689			522		95		
Crit Moves:	****				****			****		****		

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

****

Intersection #1

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

****

Street Name:	Hollywood Way						Winona Av					
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:	114	1970	53	65	1588	34	76	26	189	124	46	287
Growth Adj:	1.00	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	1970	53	65	1588	34	76	26	189	124	46	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1970	53	65	1588	34	76	26	189	124	46	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1970	53	65	1588	34	76	26	189	124	46	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1970	53	65	1588	34	76	26	189	124	46	287
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	2.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1454	4246	114	1454	4269	91	1454	1454	1454	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.08	0.46	0.46	0.04	0.37	0.37	0.05	0.02	0.13	0.09	0.03	0.20
Crit Volume:		674			65			76				287
Crit Moves:		****			****			****				****

****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #2

****

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:	Hollywood Way						Thornton Av					
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 1	0	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	24	1709	115	148	1710	45	104	11	17	197	81	294
Growth Adj:	1.00	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	1709	115	148	1710	45	104	11	17	197	81	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1709	115	148	1710	45	104	11	17	197	81	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1709	115	148	1710	45	104	11	17	197	81	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1709	115	148	1710	45	114	11	17	197	81	294
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	2.92	0.08	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1403	2805	1403	1403	4100	108	2805	1403	1403	1403	1403	1403
Capacity Analysis Module:												
Vol/Sat:	0.02	0.61	0.08	0.11	0.42	0.42	0.04	0.01	0.01	0.14	0.06	0.21
Crit Volume:		855		148			57					294
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hollywood Way						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:	103	1591	36	61	2101	41	120	6	84	94	31	175
Growth Adj:	1.00	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	1591	36	61	2101	41	120	6	84	94	31	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1591	36	61	2101	41	120	6	84	94	31	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1591	36	61	2101	41	120	6	84	94	31	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1591	36	61	2101	41	120	6	84	94	31	175
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	2843	64	1454	4277	83	1454	97	1357	1454	1454	1454
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.56	0.04	0.49	0.49	0.08	0.06	0.06	0.06	0.02	0.12
Crit Volume:		814			61			120				175
Crit Moves:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	1.076
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Bl					
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	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	202	1247	96	226	1149	420	255	849	107	87	954	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1247	96	226	1149	420	255	849	107	87	954	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1247	96	226	1149	420	255	849	107	87	954	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1247	96	226	1149	420	255	849	107	87	954	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1247	96	226	1149	420	255	849	107	87	954	162
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:	0.14	0.30	0.07	0.16	0.41	0.30	0.18	0.30	0.08	0.06	0.34	0.12
Crit Volume:	202				575		255				477	
Crit Moves:	****				****		****				****	

HCM ANALYSIS WORKSHEETS FOR MITIGATION EVALUATION

Lanes, Volumes, Timings
1: Hollywood Way & Winona Ave

07/26/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	24	153	86	44	55	137	1250	95	273	2287	76
Future Volume (vph)	45	24	153	86	44	55	137	1250	95	273	2287	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	185		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.917			0.989			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	3245	0	1770	3500	0	1770	5060	0
Flt Permitted	0.684			0.740			0.054			0.105		
Satd. Flow (perm)	1274	1863	1583	1378	3245	0	101	3500	0	196	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166		60			8			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			414			396			390	
Travel Time (s)		7.8			9.4			9.0			8.9	
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
Adj. Flow (vph)	49	26	166	93	48	60	149	1359	103	297	2486	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	26	166	93	108	0	149	1462	0	297	2569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	34.5	34.5	34.5	35.5	35.5		8.0	30.0		8.0	27.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		20.0	55.0		20.0	55.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		16.7%	45.8%		16.7%	45.8%	
Maximum Green (s)	40.5	40.5	40.5	40.5	40.5		16.0	49.0		16.0	49.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	4.0		2.0	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0	23.0	24.0	24.0			17.0			14.0	
Pedestrian Calls (#/hr)	5	5	5	5	5			5			5	
Act Effct Green (s)	15.8	15.8	15.8	15.8	15.8		86.0	73.8		94.9	79.5	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13		0.72	0.62		0.79	0.66	
v/c Ratio	0.29	0.11	0.47	0.51	0.23		0.70	0.68		0.82	0.77	
Control Delay	47.9	42.3	10.4	56.1	21.4		43.2	18.9		39.7	18.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.9	42.3	10.4	56.1	21.4		43.2	18.9		39.7	18.2	
LOS	D	D	B	E	C		D	B		D	B	
Approach Delay		21.4			37.4			21.1			20.4	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 109 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.4 Intersection LOS: C
Intersection Capacity Utilization 77.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Hollywood Way & Winona Ave

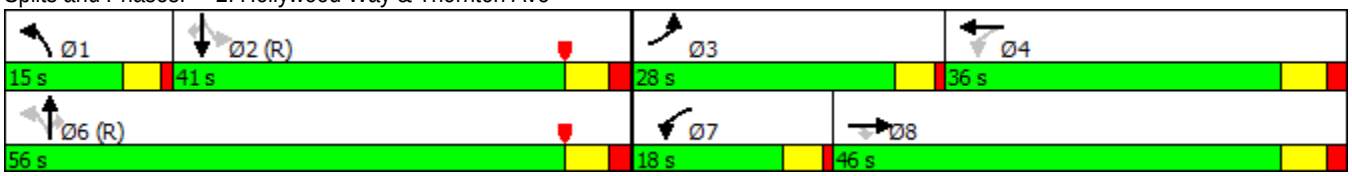
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	10	42	130	54	112	57	1310	211	258	2092	140
Future Volume (vph)	71	10	42	130	54	112	57	1310	211	258	2092	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		175	200		200	200		165	125		300
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.899				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3182	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.521			0.053			0.157		
Satd. Flow (perm)	3433	1863	1583	970	3182	0	99	3539	1583	292	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		122				120			150
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		409			401			450			473	
Travel Time (s)		9.3			9.1			10.2			10.8	
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
Adj. Flow (vph)	77	11	46	141	59	122	62	1424	229	280	2274	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	11	46	141	181	0	62	1424	229	280	2274	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4		1	6			2	
Permitted Phases			8	4			6		6	2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0		4.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	8.5	36.0	36.0	8.5	36.0		8.5	26.0	26.0	34.0	34.0	34.0
Total Split (s)	28.0	46.0	46.0	18.0	36.0		15.0	56.0	56.0	41.0	41.0	41.0
Total Split (%)	23.3%	38.3%	38.3%	15.0%	30.0%		12.5%	46.7%	46.7%	34.2%	34.2%	34.2%
Maximum Green (s)	23.5	40.0	40.0	13.5	30.0		10.5	50.0	50.0	35.0	35.0	35.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0		2.5	4.5	4.5	4.5	4.5	4.5
Minimum Gap (s)	3.0	2.0	2.0	2.0	2.0		2.0	3.5	3.5	3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.2	1.2	1.2	1.2	1.2
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			13.0	13.0	21.0	21.0	21.0
Pedestrian Calls (#/hr)		5	5		5			5	5	5	5	5
Act Effct Green (s)	8.1	11.6	11.6	26.5	14.9		84.1	82.6	82.6	73.5	73.5	73.5
Actuated g/C Ratio	0.07	0.10	0.10	0.22	0.12		0.70	0.69	0.69	0.61	0.61	0.61
v/c Ratio	0.33	0.06	0.18	0.48	0.36		0.39	0.58	0.20	1.57	1.05	0.15
Control Delay	56.9	44.5	1.6	41.8	17.4		18.1	13.7	5.4	306.2	59.3	3.6
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	56.9	44.5	1.6	41.8	17.4		18.1	13.7	5.4	306.2	59.3	3.6
LOS	E	D	A	D	B		B	B	A	F	E	A
Approach Delay		36.9			28.1			12.7			81.7	
Approach LOS		D			C			B			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.57
Intersection Signal Delay: 52.7 Intersection LOS: D
Intersection Capacity Utilization 91.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Hollywood Way & Thornton Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	6	84	94	31	175	103	1591	36	61	2101	41
Future Volume (vph)	120	6	84	94	31	175	103	1591	36	61	2101	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		100	285		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.861			0.873			0.997			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1626	0	1770	3529	0	1770	5070	0
Flt Permitted	0.384			0.676			0.950			0.950		
Satd. Flow (perm)	715	1604	0	1259	1626	0	1770	3529	0	1770	5070	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2			3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		462			508			398			374	
Travel Time (s)		12.6			13.9			6.8			6.4	
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
Adj. Flow (vph)	130	7	91	102	34	190	112	1729	39	66	2284	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	98	0	102	224	0	112	1768	0	66	2329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	22.5	22.5		39.0	39.0		9.5	24.0		9.5	23.0	
Total Split (s)	46.0	46.0		46.0	46.0		20.0	54.0		20.0	54.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		16.7%	45.0%		16.7%	45.0%	
Maximum Green (s)	41.0	41.0		41.0	41.0		16.0	49.0		16.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	5.0		2.0	5.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0		2.0	4.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				27.0	27.0			12.0			11.0	
Pedestrian Calls (#/hr)				5	5			5			5	
Act Effct Green (s)	23.1	23.1		23.1	23.1		11.7	75.9		8.9	71.2	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.10	0.63		0.07	0.59	
v/c Ratio	0.95	0.32		0.42	0.72		0.65	0.79		0.50	0.77	
Control Delay	111.2	42.3		46.0	57.5		68.7	22.4		66.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	111.2	42.3		46.0	57.5		68.7	22.4		66.0	22.6	
LOS	F	D		D	E		E	C		E	C	
Approach Delay		81.6			53.9			25.2			23.8	
Approach LOS		F			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 31 (26%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 29.1 Intersection LOS: C
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Hollywood Way & Avon St

Lanes, Volumes, Timings
1: Hollywood Way & Winona Ave

07/26/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	26	189	124	46	287	114	1940	53	65	1582	34
Future Volume (vph)	76	26	189	124	46	287	114	1940	53	65	1582	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	185		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.871			0.996			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	3083	0	1770	3525	0	1770	5070	0
Flt Permitted	0.324			0.739			0.091			0.051		
Satd. Flow (perm)	604	1863	1583	1377	3083	0	170	3525	0	95	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205		269			3			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			414			396			390	
Travel Time (s)		7.8			9.4			9.0			8.9	
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
Adj. Flow (vph)	83	28	205	135	50	312	124	2109	58	71	1720	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	28	205	135	362	0	124	2167	0	71	1757	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	34.5	34.5	34.5	35.5	35.5		8.0	30.0		8.0	27.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		20.0	55.0		20.0	55.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		16.7%	45.8%		16.7%	45.8%	
Maximum Green (s)	40.5	40.5	40.5	40.5	40.5		16.0	49.0		16.0	49.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	4.0		2.0	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0	23.0	24.0	24.0			17.0			14.0	
Pedestrian Calls (#/hr)	5	5	5	5	5			5			5	
Act Effct Green (s)	18.9	18.9	18.9	18.9	18.9		91.8	82.5		85.7	77.9	
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.76	0.69		0.71	0.65	
v/c Ratio	0.87	0.10	0.49	0.62	0.51		0.50	0.89		0.48	0.53	
Control Delay	111.4	40.0	9.2	58.4	13.9		13.9	23.6		24.6	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	111.4	40.0	9.2	58.4	13.9		13.9	23.6		24.6	13.7	
LOS	F	D	A	E	B		B	C		C	B	
Approach Delay		38.7			26.0			23.1			14.1	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 21.1 Intersection LOS: C
Intersection Capacity Utilization 89.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Hollywood Way & Winona Ave

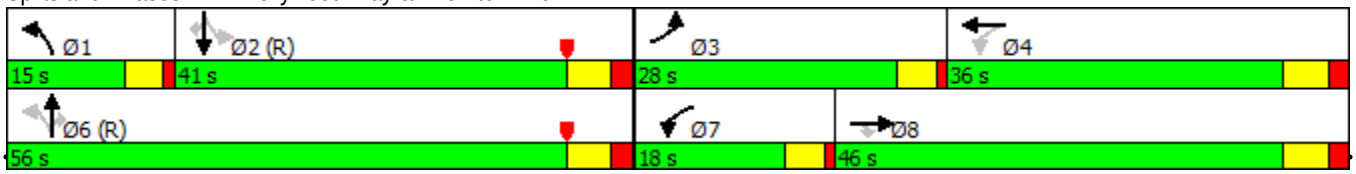
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	11	17	197	81	298	24	1676	115	148	1704	45
Future Volume (vph)	104	11	17	197	81	298	24	1676	115	148	1704	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		175	200		200	200		165	125		300
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.882				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3122	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.531			0.056			0.060		
Satd. Flow (perm)	3433	1863	1583	989	3122	0	104	3539	1583	112	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		155				109			150
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		409			401			450			473	
Travel Time (s)		9.3			9.1			10.2			10.8	
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
Adj. Flow (vph)	113	12	18	214	88	324	26	1822	125	161	1852	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	12	18	214	412	0	26	1822	125	161	1852	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4		1	6			2	
Permitted Phases			8	4			6		6	2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0		4.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	8.5	36.0	36.0	8.5	36.0		8.5	26.0	26.0	34.0	34.0	34.0
Total Split (s)	28.0	46.0	46.0	18.0	36.0		15.0	56.0	56.0	41.0	41.0	41.0
Total Split (%)	23.3%	38.3%	38.3%	15.0%	30.0%		12.5%	46.7%	46.7%	34.2%	34.2%	34.2%
Maximum Green (s)	23.5	40.0	40.0	13.5	30.0		10.5	50.0	50.0	35.0	35.0	35.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0		2.5	4.5	4.5	4.5	4.5	4.5
Minimum Gap (s)	3.0	2.0	2.0	2.0	2.0		2.0	3.5	3.5	3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.2	1.2	1.2	1.2	1.2
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			13.0	13.0	21.0	21.0	21.0
Pedestrian Calls (#/hr)		5	5		5			5	5	5	5	5
Act Effct Green (s)	9.3	13.7	13.7	31.4	17.0		78.7	77.2	77.2	70.7	70.7	70.7
Actuated g/C Ratio	0.08	0.11	0.11	0.26	0.14		0.66	0.64	0.64	0.59	0.59	0.59
v/c Ratio	0.42	0.06	0.06	0.57	0.91dr		0.18	0.80	0.12	2.44	0.89	0.05
Control Delay	57.2	42.0	0.5	41.1	36.5		13.0	21.2	3.5	716.2	30.2	0.1
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	57.2	42.0	0.5	41.1	36.5		13.0	21.2	3.5	716.2	30.2	0.1
LOS	E	D	A	D	D		B	C	A	F	C	A
Approach Delay		48.8			38.1			20.0			83.0	
Approach LOS		D			D			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 73 (61%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.44
Intersection Signal Delay: 50.3 Intersection LOS: D
Intersection Capacity Utilization 90.2% ICU Level of Service E
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 2: Hollywood Way & Thornton Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	6	84	50	31	142	103	1591	28	55	2101	41
Future Volume (vph)	120	6	84	50	31	142	103	1591	28	55	2101	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		100	285		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.861			0.877			0.997			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1634	0	1770	3529	0	1770	5070	0
Flt Permitted	0.446			0.672			0.950			0.950		
Satd. Flow (perm)	831	1604	0	1252	1634	0	1770	3529	0	1770	5070	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2			3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		462			508			398			374	
Travel Time (s)		12.6			13.9			6.8			6.4	
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
Adj. Flow (vph)	130	7	91	54	34	154	112	1729	30	60	2284	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	98	0	54	188	0	112	1759	0	60	2329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	22.5	22.5		39.0	39.0		9.5	24.0		9.5	23.0	
Total Split (s)	46.0	46.0		46.0	46.0		20.0	54.0		20.0	54.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		16.7%	45.0%		16.7%	45.0%	
Maximum Green (s)	41.0	41.0		41.0	41.0		16.0	49.0		16.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	5.0		2.0	5.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0		2.0	4.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				27.0	27.0			12.0			11.0	
Pedestrian Calls (#/hr)				5	5			5			5	
Act Effct Green (s)	21.5	21.5		21.5	21.5		11.7	77.8		8.5	72.8	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.10	0.65		0.07	0.61	
v/c Ratio	0.88	0.34		0.24	0.64		0.65	0.77		0.48	0.76	
Control Delay	93.4	43.9		41.6	54.5		68.7	20.6		65.5	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	93.4	43.9		41.6	54.5		68.7	20.6		65.5	21.4	
LOS	F	D		D	D		E	C		E	C	
Approach Delay		72.1			51.6			23.5			22.5	
Approach LOS		E			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 89 (74%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 26.8 Intersection LOS: C
Intersection Capacity Utilization 82.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Hollywood Way & Avon St

Lanes, Volumes, Timings
1: Hollywood Way & Winona Ave

07/26/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	24	153	86	44	55	137	1254	95	273	2316	76
Future Volume (vph)	45	24	153	86	44	55	137	1254	95	273	2316	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	185		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.917			0.989			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	3245	0	1770	3500	0	1770	5060	0
Flt Permitted	0.684			0.740			0.054			0.104		
Satd. Flow (perm)	1274	1863	1583	1378	3245	0	101	3500	0	194	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166		60			8			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			414			396			390	
Travel Time (s)		7.8			9.4			9.0			8.9	
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
Adj. Flow (vph)	49	26	166	93	48	60	149	1363	103	297	2517	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	26	166	93	108	0	149	1466	0	297	2600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	34.5	34.5	34.5	35.5	35.5		8.0	30.0		8.0	27.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		20.0	55.0		20.0	55.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		16.7%	45.8%		16.7%	45.8%	
Maximum Green (s)	40.5	40.5	40.5	40.5	40.5		16.0	49.0		16.0	49.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	4.0		2.0	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0	23.0	24.0	24.0			17.0			14.0	
Pedestrian Calls (#/hr)	5	5	5	5	5			5			5	
Act Effct Green (s)	15.8	15.8	15.8	15.8	15.8		86.0	73.8		94.9	79.5	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13		0.72	0.62		0.79	0.66	
v/c Ratio	0.29	0.11	0.47	0.51	0.23		0.70	0.68		0.82	0.78	
Control Delay	47.9	42.3	10.4	56.1	21.4		43.2	18.9		40.4	18.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.9	42.3	10.4	56.1	21.4		43.2	18.9		40.4	18.5	
LOS	D	D	B	E	C		D	B		D	B	
Approach Delay		21.4			37.4			21.2			20.7	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 109 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 77.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Hollywood Way & Winona Ave

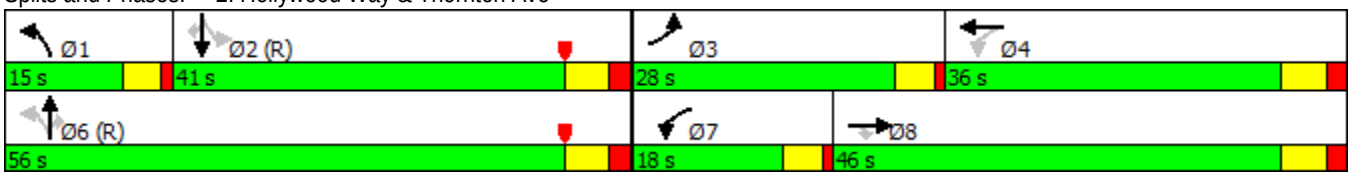
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	10	42	130	54	112	57	1314	211	254	2125	140
Future Volume (vph)	71	10	42	130	54	112	57	1314	211	254	2125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		175	200		200	200		165	125		300
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.899				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3182	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.521			0.053			0.156		
Satd. Flow (perm)	3433	1863	1583	970	3182	0	99	3539	1583	291	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		122				119			150
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		409			401			450			473	
Travel Time (s)		9.3			9.1			10.2			10.8	
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
Adj. Flow (vph)	77	11	46	141	59	122	62	1428	229	276	2310	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	11	46	141	181	0	62	1428	229	276	2310	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4		1	6			2	
Permitted Phases			8	4			6		6	2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0		4.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	8.5	36.0	36.0	8.5	36.0		8.5	26.0	26.0	34.0	34.0	34.0
Total Split (s)	28.0	46.0	46.0	18.0	36.0		15.0	56.0	56.0	41.0	41.0	41.0
Total Split (%)	23.3%	38.3%	38.3%	15.0%	30.0%		12.5%	46.7%	46.7%	34.2%	34.2%	34.2%
Maximum Green (s)	23.5	40.0	40.0	13.5	30.0		10.5	50.0	50.0	35.0	35.0	35.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0		2.5	4.5	4.5	4.5	4.5	4.5
Minimum Gap (s)	3.0	2.0	2.0	2.0	2.0		2.0	3.5	3.5	3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.2	1.2	1.2	1.2	1.2
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			13.0	13.0	21.0	21.0	21.0
Pedestrian Calls (#/hr)		5	5		5			5	5	5	5	5
Act Effct Green (s)	8.1	11.6	11.6	26.5	14.9		84.1	82.6	82.6	73.5	73.5	73.5
Actuated g/C Ratio	0.07	0.10	0.10	0.22	0.12		0.70	0.69	0.69	0.61	0.61	0.61
v/c Ratio	0.33	0.06	0.18	0.48	0.36		0.39	0.59	0.20	1.55	1.07	0.15
Control Delay	56.9	44.5	1.6	41.8	17.4		18.1	13.7	5.5	299.1	65.1	3.6
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	56.9	44.5	1.6	41.8	17.4		18.1	13.7	5.5	299.1	65.1	3.6
LOS	E	D	A	D	B		B	B	A	F	E	A
Approach Delay		36.9			28.1			12.8			85.3	
Approach LOS		D			C			B			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.55
Intersection Signal Delay: 54.9 Intersection LOS: D
Intersection Capacity Utilization 92.6% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Hollywood Way & Thornton Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	8	69	25	28	156	81	1349	74	95	2340	35
Future Volume (vph)	100	8	69	25	28	156	81	1349	74	95	2340	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		100	285		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.866			0.872			0.992			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1613	0	1770	1624	0	1770	3511	0	1770	5075	0
Flt Permitted	0.419			0.702			0.950			0.950		
Satd. Flow (perm)	780	1613	0	1308	1624	0	1770	3511	0	1770	5075	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								6			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		462			508			398			374	
Travel Time (s)		12.6			13.9			6.8			6.4	
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
Adj. Flow (vph)	109	9	75	27	30	170	88	1466	80	103	2543	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	84	0	27	200	0	88	1546	0	103	2581	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	22.5	22.5		39.0	39.0		9.5	24.0		9.5	23.0	
Total Split (s)	46.0	46.0		46.0	46.0		20.0	54.0		20.0	54.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		16.7%	45.0%		16.7%	45.0%	
Maximum Green (s)	41.0	41.0		41.0	41.0		16.0	49.0		16.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	5.0		2.0	5.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0		2.0	4.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				27.0	27.0			12.0			11.0	
Pedestrian Calls (#/hr)				5	5			5			5	
Act Effct Green (s)	21.6	21.6		21.6	21.6		10.3	73.1		11.3	74.1	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.09	0.61		0.09	0.62	
v/c Ratio	0.78	0.29		0.11	0.69		0.58	0.72		0.62	0.82	
Control Delay	79.6	42.7		38.5	57.1		67.2	21.1		67.5	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	79.6	42.7		38.5	57.1		67.2	21.1		67.5	22.6	
LOS	E	D		D	E		E	C		E	C	
Approach Delay		63.6			54.9			23.5			24.3	
Approach LOS		E			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 31 (26%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 85.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Hollywood Way & Avon St

Lanes, Volumes, Timings
1: Hollywood Way & Winona Ave

07/26/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	26	189	124	46	287	114	1970	53	65	1588	34
Future Volume (vph)	76	26	189	124	46	287	114	1970	53	65	1588	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	185		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt			0.850		0.871			0.996			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	3083	0	1770	3525	0	1770	5070	0
Flt Permitted	0.324			0.739			0.090			0.051		
Satd. Flow (perm)	604	1863	1583	1377	3083	0	168	3525	0	95	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205		269			3			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			414			396			390	
Travel Time (s)		7.8			9.4			9.0			8.9	
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
Adj. Flow (vph)	83	28	205	135	50	312	124	2141	58	71	1726	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	28	205	135	362	0	124	2199	0	71	1763	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	34.5	34.5	34.5	35.5	35.5		8.0	30.0		8.0	27.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		20.0	55.0		20.0	55.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		16.7%	45.8%		16.7%	45.8%	
Maximum Green (s)	40.5	40.5	40.5	40.5	40.5		16.0	49.0		16.0	49.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	4.0		2.0	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0	23.0	24.0	24.0			17.0			14.0	
Pedestrian Calls (#/hr)	5	5	5	5	5			5			5	
Act Effct Green (s)	18.9	18.9	18.9	18.9	18.9		91.8	82.5		85.7	77.9	
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.76	0.69		0.71	0.65	
v/c Ratio	0.87	0.10	0.49	0.62	0.51		0.51	0.91		0.48	0.54	
Control Delay	111.4	40.0	9.2	58.4	13.9		14.2	24.6		24.6	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	111.4	40.0	9.2	58.4	13.9		14.2	24.6		24.6	13.7	
LOS	F	D	A	E	B		B	C		C	B	
Approach Delay		38.7			26.0			24.1			14.1	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 21.5 Intersection LOS: C
Intersection Capacity Utilization 90.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Hollywood Way & Winona Ave

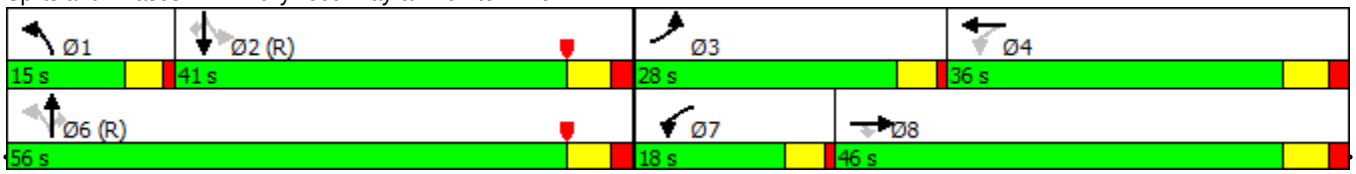
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	11	17	197	81	294	24	1709	115	148	1710	45
Future Volume (vph)	104	11	17	197	81	294	24	1709	115	148	1710	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		175	200		200	200		165	125		300
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.882				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3122	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.531			0.056			0.060		
Satd. Flow (perm)	3433	1863	1583	989	3122	0	104	3539	1583	112	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		155				109			150
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		409			401			450			473	
Travel Time (s)		9.3			9.1			10.2			10.8	
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
Adj. Flow (vph)	113	12	18	214	88	320	26	1858	125	161	1859	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	12	18	214	408	0	26	1858	125	161	1859	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4		1	6			2	
Permitted Phases			8	4			6		6	2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0		4.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	8.5	36.0	36.0	8.5	36.0		8.5	26.0	26.0	34.0	34.0	34.0
Total Split (s)	28.0	46.0	46.0	18.0	36.0		15.0	56.0	56.0	41.0	41.0	41.0
Total Split (%)	23.3%	38.3%	38.3%	15.0%	30.0%		12.5%	46.7%	46.7%	34.2%	34.2%	34.2%
Maximum Green (s)	23.5	40.0	40.0	13.5	30.0		10.5	50.0	50.0	35.0	35.0	35.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0		2.5	4.5	4.5	4.5	4.5	4.5
Minimum Gap (s)	3.0	2.0	2.0	2.0	2.0		2.0	3.5	3.5	3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.2	1.2	1.2	1.2	1.2
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			13.0	13.0	21.0	21.0	21.0
Pedestrian Calls (#/hr)		5	5		5			5	5	5	5	5
Act Effct Green (s)	9.3	13.7	13.7	31.3	16.9		78.8	77.3	77.3	70.9	70.9	70.9
Actuated g/C Ratio	0.08	0.11	0.11	0.26	0.14		0.66	0.64	0.64	0.59	0.59	0.59
v/c Ratio	0.42	0.06	0.07	0.57	0.90dr		0.18	0.82	0.12	2.44	0.89	0.05
Control Delay	57.2	42.1	0.5	41.3	36.3		13.0	21.7	3.5	712.9	30.2	0.1
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	57.2	42.1	0.5	41.3	36.3		13.0	21.7	3.5	712.9	30.2	0.1
LOS	E	D	A	D	D		B	C	A	F	C	A
Approach Delay		48.8			38.0			20.5			82.6	
Approach LOS		D			D			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 73 (61%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.44
Intersection Signal Delay: 50.1 Intersection LOS: D
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 2: Hollywood Way & Thornton Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	6	84	94	31	175	103	1591	36	61	2101	41
Future Volume (vph)	120	6	84	94	31	175	103	1591	36	61	2101	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		100	285		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.861			0.873			0.997			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1626	0	1770	3529	0	1770	5070	0
Flt Permitted	0.384			0.676			0.950			0.950		
Satd. Flow (perm)	715	1604	0	1259	1626	0	1770	3529	0	1770	5070	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2			3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		462			508			398			374	
Travel Time (s)		12.6			13.9			6.8			6.4	
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
Adj. Flow (vph)	130	7	91	102	34	190	112	1729	39	66	2284	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	98	0	102	224	0	112	1768	0	66	2329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	22.5	22.5		39.0	39.0		9.5	24.0		9.5	23.0	
Total Split (s)	46.0	46.0		46.0	46.0		20.0	54.0		20.0	54.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		16.7%	45.0%		16.7%	45.0%	
Maximum Green (s)	41.0	41.0		41.0	41.0		16.0	49.0		16.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	5.0		2.0	5.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0		2.0	4.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				27.0	27.0			12.0			11.0	
Pedestrian Calls (#/hr)				5	5			5			5	
Act Effct Green (s)	23.1	23.1		23.1	23.1		11.7	75.9		8.9	71.2	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.10	0.63		0.07	0.59	
v/c Ratio	0.95	0.32		0.42	0.72		0.65	0.79		0.50	0.77	
Control Delay	111.2	42.3		46.0	57.5		68.7	22.4		66.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	111.2	42.3		46.0	57.5		68.7	22.4		66.0	22.6	
LOS	F	D		D	E		E	C		E	C	
Approach Delay		81.6			53.9			25.2			23.8	
Approach LOS		F			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 89 (74%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 29.1 Intersection LOS: C
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Hollywood Way & Avon St

Lanes, Volumes, Timings
1: Hollywood Way & Winona Ave

07/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	24	153	86	44	55	137	1254	95	273	2316	76
Future Volume (vph)	45	24	153	86	44	55	137	1254	95	273	2316	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	185		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850		0.917			0.989			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	3245	0	1770	5029	0	1770	5060	0
Flt Permitted	0.684			0.740			0.054			0.130		
Satd. Flow (perm)	1274	1863	1583	1378	3245	0	101	5029	0	242	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166		60			12			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			414			396			390	
Travel Time (s)		7.8			9.4			9.0			8.9	
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
Adj. Flow (vph)	49	26	166	93	48	60	149	1363	103	297	2517	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	26	166	93	108	0	149	1466	0	297	2600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	34.5	34.5	34.5	35.5	35.5		8.0	30.0		8.0	27.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		20.0	55.0		20.0	55.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		16.7%	45.8%		16.7%	45.8%	
Maximum Green (s)	40.5	40.5	40.5	40.5	40.5		16.0	49.0		16.0	49.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	4.0		2.0	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0	23.0	24.0	24.0			17.0			14.0	
Pedestrian Calls (#/hr)	5	5	5	5	5			5			5	
Act Effct Green (s)	15.8	15.8	15.8	15.8	15.8		86.1	74.0		94.9	79.5	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13		0.72	0.62		0.79	0.66	
v/c Ratio	0.29	0.11	0.47	0.51	0.23		0.70	0.47		0.76	0.78	
Control Delay	47.9	42.3	10.4	56.1	21.4		43.1	14.2		28.6	18.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.9	42.3	10.4	56.1	21.4		43.1	14.2		28.6	18.5	
LOS	D	D	B	E	C		D	B		C	B	
Approach Delay		21.4			37.4			16.8			19.5	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 109 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 77.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Hollywood Way & Winona Ave

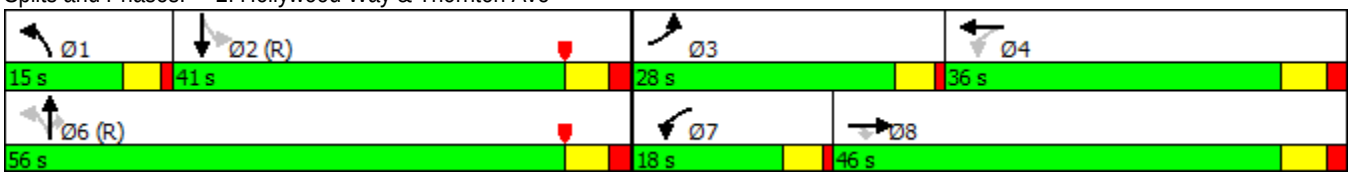
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	10	42	130	54	112	57	1314	211	254	2125	140
Future Volume (vph)	71	10	42	130	54	112	57	1314	211	254	2125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		175	200		200	200		165	125		300
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt			0.850		0.899				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3182	0	1770	3539	1583	1770	5040	0
Flt Permitted	0.950			0.521			0.053			0.156		
Satd. Flow (perm)	3433	1863	1583	970	3182	0	99	3539	1583	291	5040	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		122				119		9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		409			401			450			473	
Travel Time (s)		9.3			9.1			10.2			10.8	
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
Adj. Flow (vph)	77	11	46	141	59	122	62	1428	229	276	2310	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	11	46	141	181	0	62	1428	229	276	2462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases	3	8		7	4		1	6			2	
Permitted Phases			8	4			6		6	2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4		1	6	6	2	2	
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0		4.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	8.5	36.0	36.0	8.5	36.0		8.5	26.0	26.0	34.0	34.0	
Total Split (s)	28.0	46.0	46.0	18.0	36.0		15.0	56.0	56.0	41.0	41.0	
Total Split (%)	23.3%	38.3%	38.3%	15.0%	30.0%		12.5%	46.7%	46.7%	34.2%	34.2%	
Maximum Green (s)	23.5	40.0	40.0	13.5	30.0		10.5	50.0	50.0	35.0	35.0	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0		2.5	4.5	4.5	4.5	4.5	
Minimum Gap (s)	3.0	2.0	2.0	2.0	2.0		2.0	3.5	3.5	3.5	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.2	1.2	1.2	1.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		23.0	23.0		23.0			13.0	13.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5		5			5	5	5	5	
Act Effct Green (s)	8.1	11.6	11.6	26.5	14.9		84.1	82.6	82.6	73.5	73.5	
Actuated g/C Ratio	0.07	0.10	0.10	0.22	0.12		0.70	0.69	0.69	0.61	0.61	
v/c Ratio	0.33	0.06	0.18	0.48	0.36		0.39	0.59	0.20	1.55	0.80	
Control Delay	56.9	44.5	1.6	41.8	17.4		18.1	13.7	5.5	299.1	23.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	56.9	44.5	1.6	41.8	17.4		18.1	13.7	5.5	299.1	23.4	
LOS	E	D	A	D	B		B	B	A	F	C	
Approach Delay		36.9			28.1			12.8			51.2	
Approach LOS		D			C			B			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.55
Intersection Signal Delay: 35.8 Intersection LOS: D
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Hollywood Way & Thornton Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	8	69	25	28	156	81	1349	74	95	2340	35
Future Volume (vph)	100	8	69	25	28	156	81	1349	74	95	2340	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		100	285		0	110		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.866				0.850		0.992			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1613	0	1770	1863	1583	1770	3511	0	1770	5075	0
Flt Permitted	0.738			0.702			0.950			0.950		
Satd. Flow (perm)	1375	1613	0	1308	1863	1583	1770	3511	0	1770	5075	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								6			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		462			508			398			374	
Travel Time (s)		12.6			13.9			6.8			6.4	
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
Adj. Flow (vph)	109	9	75	27	30	170	88	1466	80	103	2543	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	84	0	27	30	170	88	1546	0	103	2581	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	4.0	10.0		4.0	10.0	
Minimum Split (s)	22.5	22.5		39.0	39.0	39.0	9.5	24.0		9.5	23.0	
Total Split (s)	46.0	46.0		46.0	46.0	46.0	20.0	54.0		20.0	54.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	16.7%	45.0%		16.7%	45.0%	
Maximum Green (s)	41.0	41.0		41.0	41.0	41.0	16.0	49.0		16.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	5.0		2.0	5.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	2.0	4.0		2.0	4.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	1.0		0.0	1.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				27.0	27.0	27.0		12.0			11.0	
Pedestrian Calls (#/hr)				5	5	5		5			5	
Act Effct Green (s)	20.1	20.1		20.1	20.1	20.1	10.3	74.6		11.3	75.6	
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.17	0.09	0.62		0.09	0.63	
v/c Ratio	0.48	0.31		0.12	0.10	0.64	0.58	0.71		0.62	0.81	
Control Delay	50.0	44.4		39.6	38.9	56.4	67.2	20.0		67.5	21.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	50.0	44.4		39.6	38.9	56.4	67.2	20.0		67.5	21.3	
LOS	D	D		D	D	E	E	B		E	C	
Approach Delay		47.5			52.1			22.5			23.1	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 31 (26%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 25.3 Intersection LOS: C
Intersection Capacity Utilization 74.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Hollywood Way & Avon St

Lanes, Volumes, Timings
1: Hollywood Way & Winona Ave

07/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	26	189	124	46	287	114	1970	53	65	1588	34
Future Volume (vph)	76	26	189	124	46	287	114	1970	53	65	1588	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	185		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850		0.871			0.996			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	3083	0	1770	5065	0	1770	5070	0
Flt Permitted	0.324			0.739			0.090			0.055		
Satd. Flow (perm)	604	1863	1583	1377	3083	0	168	5065	0	102	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205		269			4			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			414			396			390	
Travel Time (s)		7.8			9.4			9.0			8.9	
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
Adj. Flow (vph)	83	28	205	135	50	312	124	2141	58	71	1726	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	28	205	135	362	0	124	2199	0	71	1763	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	34.5	34.5	34.5	35.5	35.5		8.0	30.0		8.0	27.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		20.0	55.0		20.0	55.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		16.7%	45.8%		16.7%	45.8%	
Maximum Green (s)	40.5	40.5	40.5	40.5	40.5		16.0	49.0		16.0	49.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	4.0		2.0	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.0		0.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0	23.0	24.0	24.0			17.0			14.0	
Pedestrian Calls (#/hr)	5	5	5	5	5			5			5	
Act Effct Green (s)	18.9	18.9	18.9	18.9	18.9		91.8	82.5		85.7	77.9	
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.76	0.69		0.71	0.65	
v/c Ratio	0.87	0.10	0.49	0.62	0.51		0.51	0.63		0.46	0.54	
Control Delay	111.4	40.0	9.2	58.4	13.9		14.2	13.2		22.1	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	111.4	40.0	9.2	58.4	13.9		14.2	13.2		22.1	13.7	
LOS	F	D	A	E	B		B	B		C	B	
Approach Delay		38.7			26.0			13.3			14.0	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Hollywood Way & Winona Ave

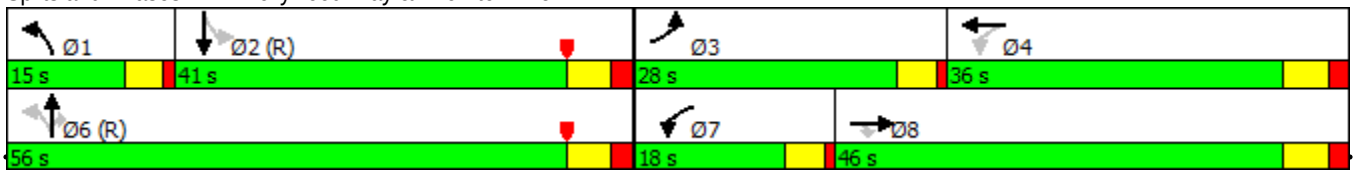
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	11	17	197	81	294	24	1709	115	148	1710	45
Future Volume (vph)	104	11	17	197	81	294	24	1709	115	148	1710	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		175	200		200	200		165	125		300
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt			0.850		0.882				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3122	0	1770	3539	1583	1770	5065	0
Flt Permitted	0.950			0.531			0.057			0.060		
Satd. Flow (perm)	3433	1863	1583	989	3122	0	106	3539	1583	112	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		155				109		3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		409			401			450			473	
Travel Time (s)		9.3			9.1			10.2			10.8	
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
Adj. Flow (vph)	113	12	18	214	88	320	26	1858	125	161	1859	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	12	18	214	408	0	26	1858	125	161	1908	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases	3	8		7	4		1	6			2	
Permitted Phases			8	4			6		6	2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4		1	6	6	2	2	
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0		4.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	8.5	36.0	36.0	8.5	36.0		8.5	26.0	26.0	34.0	34.0	
Total Split (s)	28.0	46.0	46.0	18.0	36.0		15.0	56.0	56.0	41.0	41.0	
Total Split (%)	23.3%	38.3%	38.3%	15.0%	30.0%		12.5%	46.7%	46.7%	34.2%	34.2%	
Maximum Green (s)	23.5	40.0	40.0	13.5	30.0		10.5	50.0	50.0	35.0	35.0	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	2.0	2.0	2.0	2.0		2.5	4.5	4.5	4.5	4.5	
Minimum Gap (s)	3.0	2.0	2.0	2.0	2.0		2.0	3.5	3.5	3.5	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	1.2	1.2	1.2	1.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		23.0	23.0		23.0			13.0	13.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5		5			5	5	5	5	
Act Effct Green (s)	9.3	13.7	13.7	31.3	16.9		78.8	77.3	77.3	70.9	70.9	
Actuated g/C Ratio	0.08	0.11	0.11	0.26	0.14		0.66	0.64	0.64	0.59	0.59	
v/c Ratio	0.42	0.06	0.07	0.57	0.90dr		0.17	0.82	0.12	2.44	0.64	
Control Delay	57.2	42.1	0.5	41.3	36.3		12.9	21.7	3.5	712.9	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	57.2	42.1	0.5	41.3	36.3		12.9	21.7	3.5	712.9	20.2	
LOS	E	D	A	D	D		B	C	A	F	C	
Approach Delay		48.8			38.0			20.5			74.1	
Approach LOS		D			D			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 73 (61%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.44
Intersection Signal Delay: 46.5 Intersection LOS: D
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 2: Hollywood Way & Thornton Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	6	84	94	31	175	103	1591	36	61	2101	41
Future Volume (vph)	120	6	84	94	31	175	103	1591	36	61	2101	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		100	285		0	110		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.861				0.850		0.997			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1863	1583	1770	3529	0	1770	5070	0
Flt Permitted	0.735			0.671			0.950			0.950		
Satd. Flow (perm)	1369	1604	0	1250	1863	1583	1770	3529	0	1770	5070	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2			3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		462			508			398			374	
Travel Time (s)		12.6			13.9			6.8			6.4	
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
Adj. Flow (vph)	130	7	91	102	34	190	112	1729	39	66	2284	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	98	0	102	34	190	112	1768	0	66	2329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	4.0	10.0		4.0	10.0	
Minimum Split (s)	22.5	22.5		39.0	39.0	39.0	9.5	24.0		9.5	23.0	
Total Split (s)	46.0	46.0		46.0	46.0	46.0	20.0	54.0		20.0	54.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	16.7%	45.0%		16.7%	45.0%	
Maximum Green (s)	41.0	41.0		41.0	41.0	41.0	16.0	49.0		16.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	5.0		4.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	5.0		2.0	5.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	2.0	4.0		2.0	4.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	1.0		0.0	1.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)				27.0	27.0	27.0		12.0			11.0	
Pedestrian Calls (#/hr)				5	5	5		5			5	
Act Effct Green (s)	21.2	21.2		21.2	21.2	21.2	11.7	77.7		8.9	73.0	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.10	0.65		0.07	0.61	
v/c Ratio	0.54	0.35		0.46	0.10	0.68	0.65	0.77		0.50	0.75	
Control Delay	51.5	44.4		49.0	38.3	57.3	68.7	20.8		66.0	21.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	51.5	44.4		49.0	38.3	57.3	68.7	20.8		66.0	21.1	
LOS	D	D		D	D	E	E	C		E	C	
Approach Delay		48.4			52.7			23.7			22.3	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 89 (74%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Hollywood Way & Avon St

APPENDIX C:
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	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	-

EXISTING PLUS PROJECT

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	239	232	266	553	814	158
v/c Ratio	0.68	0.53	0.56	0.56	0.83	0.29
Control Delay	37.0	16.5	27.5	24.4	32.7	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	16.5	27.5	24.4	32.7	5.3
Queue Length 50th (ft)	101	41	109	114	173	0
Queue Length 95th (ft)	#183	106	191	165	#247	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	276.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	1023	0	593	1116	0
Future Vol, veh/h	167	1023	0	593	1116	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	1112	0	645	1213	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1535	607	-	0	-	0
Stage 1	1213	-	-	-	-	-
Stage 2	322	-	-	-	-	-
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	~ 439	0	-	-	0
Stage 1	244	-	0	-	-	0
Stage 2	707	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 107	~ 439	-	-	-	-
Mov Cap-2 Maneuver	~ 107	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	707	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 674.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	107	439	-
HCM Lane V/C Ratio	-	1.696	2.533	-
HCM Control Delay (s)	-	$ 419.5	$ 716.3	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	14.1	88.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	182	218	498	1028	300	166
v/c Ratio	0.67	0.53	0.55	0.55	0.61	0.46
Control Delay	57.0	12.4	21.5	19.4	51.8	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	12.4	21.5	19.4	51.8	10.6
Queue Length 50th (ft)	136	14	243	252	113	0
Queue Length 95th (ft)	202	83	458	406	151	59
Internal Link Dist (ft)		781		270	94	
Turn Bay Length (ft)						
Base Capacity (vph)	507	596	898	1856	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	0.55	0.33	0.31

Intersection Summary

Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	619	0	1393	474	0
Future Vol, veh/h	64	619	0	1393	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	673	0	1514	515	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1272	258	-	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	757	-	-	-	-	-
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	159	741	0	-	-	0
Stage 1	565	-	0	-	-	0
Stage 2	424	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	159	741	-	-	-	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.9	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	159	741	-
HCM Lane V/C Ratio	-	0.438	0.908	-
HCM Control Delay (s)	-	44.2	38.3	-
HCM Lane LOS	-	E	E	-
HCM 95th %tile Q(veh)	-	2	12.2	-

FUTURE BASE

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	429	615	258	1057	129	129	87
v/c Ratio	0.37	0.46	0.39	0.48	0.39	0.39	0.23
Control Delay	14.3	2.7	21.4	6.3	23.2	23.2	7.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	14.3	2.7	21.4	6.3	23.2	23.2	7.3
Queue Length 50th (ft)	47	0	33	69	33	33	0
Queue Length 95th (ft)	97	31	78	137	92	92	31
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	3283	2629	1870	3539	1054	1054	1025
Starvation Cap Reductn	0	0	0	757	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	0.13	0.23	0.14	0.38	0.12	0.12	0.08

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	34	653	790	364	361	123
v/c Ratio	0.09	0.42	0.59	0.56	0.55	0.18
Control Delay	33.9	12.5	17.5	20.0	19.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	12.5	17.5	20.0	19.9	4.4
Queue Length 50th (ft)	5	75	90	88	87	0
Queue Length 95th (ft)	25	160	244	256	254	32
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	435	3161	2810	1394	1400	1334
Starvation Cap Reductn	0	517	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	0.25	0.28	0.26	0.26	0.09

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	321	309	325	673	976	171
v/c Ratio	0.88	0.68	0.73	0.73	0.97	0.30
Control Delay	54.0	23.4	35.1	28.7	49.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	23.4	35.1	28.7	49.1	5.2
Queue Length 50th (ft)	143	74	141	146	220	0
Queue Length 95th (ft)	#288	#168	#265	206	#345	41
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	457	444	923	1006	572
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	0.88	0.68	0.73	0.73	0.97	0.30

Intersection Summary

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

Intersection	
Int Delay, s/veh	555.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	181	1282	0	742	1408	0
Future Vol, veh/h	181	1282	0	742	1408	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	197	1393	0	807	1530	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1933	765	-	0	-	0
Stage 1	1530	-	-	-	-	-
Stage 2	403	-	-	-	-	-
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	~ 58	~ 346	0	-	-	0
Stage 1	~ 165	-	0	-	-	0
Stage 2	644	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 58	~ 346	-	-	-	-
Mov Cap-2 Maneuver	~ 58	-	-	-	-	-
Stage 1	~ 165	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	1370.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	58	346	-
HCM Lane V/C Ratio	-	3.392	4.027	-
HCM Control Delay (s)	$ -	$ 1225.3	$ 1391.4	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	20.9	134.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	839	1138	167	1428	134	134	47
v/c Ratio	0.43	0.56	0.40	0.55	0.52	0.52	0.16
Control Delay	11.7	1.8	41.2	6.1	43.9	43.9	10.2
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	11.7	1.8	41.2	6.4	43.9	43.9	10.2
Queue Length 50th (ft)	117	0	40	132	66	66	0
Queue Length 95th (ft)	212	28	94	252	160	160	28
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	2899	2489	696	3295	539	539	544
Starvation Cap Reductn	0	0	0	1118	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	0.29	0.46	0.24	0.66	0.25	0.25	0.09

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	67	1040	985	505	497	302
v/c Ratio	0.28	0.63	0.73	0.71	0.70	0.43
Control Delay	51.7	20.9	25.6	29.1	28.6	17.6
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	51.7	21.3	25.6	29.1	28.6	17.6
Queue Length 50th (ft)	19	223	223	243	237	93
Queue Length 95th (ft)	51	374	368	452	443	197
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	243	2389	2023	1079	1082	1038
Starvation Cap Reductn	0	753	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	0.28	0.64	0.49	0.47	0.46	0.29

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	239	241	633	1322	393	180
v/c Ratio	0.67	0.49	0.82	0.83	0.65	0.43
Control Delay	50.4	10.3	38.6	33.6	49.5	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	10.3	38.6	33.6	49.5	8.9
Queue Length 50th (ft)	172	17	432	455	146	0
Queue Length 95th (ft)	243	84	#834	#762	186	58
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	514	614	772	1594	921	545
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	0.39	0.82	0.83	0.43	0.33

Intersection Summary

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

Intersection	
Int Delay, s/veh	36.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	69	753	0	1785	620	0
Future Vol, veh/h	69	753	0	1785	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	75	818	0	1940	674	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1644	337	-	0	-	0
Stage 1	674	-	-	-	-	-
Stage 2	970	-	-	-	-	-
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	90	~ 659	0	-	-	0
Stage 1	468	-	0	-	-	0
Stage 2	328	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	90	~ 659	-	-	-	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	328	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	141.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	90	659	-
HCM Lane V/C Ratio	-	0.833	1.242	-
HCM Control Delay (s)	-	135.6	142.5	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	4.4	30.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

FUTURE PLUS PROJECT

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	430	620	258	1099	129	129	87
v/c Ratio	0.37	0.46	0.39	0.50	0.39	0.39	0.23
Control Delay	14.2	2.7	21.6	6.4	23.5	23.5	7.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	14.2	2.7	21.6	6.5	23.5	23.5	7.4
Queue Length 50th (ft)	47	0	33	73	33	33	0
Queue Length 95th (ft)	97	31	79	146	94	94	32
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	3270	2622	1864	3539	1050	1050	1022
Starvation Cap Reductn	0	0	0	750	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	0.13	0.24	0.14	0.39	0.12	0.12	0.09

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	34	654	795	382	379	123
v/c Ratio	0.09	0.43	0.60	0.58	0.57	0.18
Control Delay	35.1	13.0	18.2	20.4	20.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	13.0	18.2	20.4	20.3	4.3
Queue Length 50th (ft)	5	78	94	95	94	0
Queue Length 95th (ft)	25	166	252	275	272	33
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	424	3126	2766	1372	1378	1315
Starvation Cap Reductn	0	529	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	0.25	0.29	0.28	0.28	0.09

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	321	309	327	674	977	171
v/c Ratio	0.88	0.68	0.74	0.73	0.97	0.30
Control Delay	54.0	23.4	35.3	28.8	49.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	23.4	35.3	28.8	49.3	5.2
Queue Length 50th (ft)	143	74	141	146	221	0
Queue Length 95th (ft)	#288	#168	#269	207	#345	41
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	366	457	444	923	1006	572
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	0.88	0.68	0.74	0.73	0.97	0.30

Intersection Summary

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

Intersection	
Int Delay, s/veh	577.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	181	1309	0	746	1409	0
Future Vol, veh/h	181	1309	0	746	1409	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	197	1423	0	811	1532	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1937	766	-	0	-	0
Stage 1	1532	-	-	-	-	-
Stage 2	405	-	-	-	-	-
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	~ 57	~ 345	0	-	-	0
Stage 1	~ 164	-	0	-	-	0
Stage 2	642	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 57	~ 345	-	-	-	-
Mov Cap-2 Maneuver	~ 57	-	-	-	-	-
Stage 1	~ 164	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	1412.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	57	345	-
HCM Lane V/C Ratio	-	3.452	4.124	-
HCM Control Delay (s)	$ -	$ 1254.3	$ 1434.9	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	21	138.6	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	845	1175	167	1437	134	134	47
v/c Ratio	0.43	0.57	0.41	0.56	0.52	0.52	0.16
Control Delay	11.7	1.8	41.9	6.1	44.7	44.7	10.3
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	11.7	1.8	41.9	6.4	44.7	44.7	10.3
Queue Length 50th (ft)	118	0	41	134	67	67	0
Queue Length 95th (ft)	214	29	94	254	160	160	28
Internal Link Dist (ft)	668			213		375	
Turn Bay Length (ft)			125				
Base Capacity (vph)	2858	2477	682	3271	528	528	535
Starvation Cap Reductn	0	0	0	1122	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	0.30	0.47	0.24	0.67	0.25	0.25	0.09

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	67	1046	987	509	501	302
v/c Ratio	0.28	0.64	0.73	0.71	0.70	0.43
Control Delay	52.1	21.2	25.9	29.2	28.7	17.7
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	52.1	21.6	25.9	29.2	28.7	17.7
Queue Length 50th (ft)	19	232	230	248	243	94
Queue Length 95th (ft)	51	376	369	457	448	198
Internal Link Dist (ft)		213	529		291	
Turn Bay Length (ft)	125					
Base Capacity (vph)	242	2375	2006	1073	1076	1032
Starvation Cap Reductn	0	750	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	0.28	0.64	0.49	0.47	0.47	0.29

Intersection Summary

Lane Group	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	239	241	649	1336	393	180
v/c Ratio	0.67	0.49	0.84	0.84	0.65	0.43
Control Delay	50.4	10.3	40.2	34.0	49.5	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	10.3	40.2	34.0	49.5	8.9
Queue Length 50th (ft)	172	17	450	463	146	0
Queue Length 95th (ft)	243	84	#861	#774	186	58
Internal Link Dist (ft)		799		340	94	
Turn Bay Length (ft)						
Base Capacity (vph)	514	614	772	1594	921	545
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	0.39	0.84	0.84	0.43	0.33

Intersection Summary

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

Intersection	
Int Delay, s/veh	36.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	69	758	0	1813	620	0
Future Vol, veh/h	69	758	0	1813	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	75	824	0	1971	674	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1659	337	-	0	-	0
Stage 1	674	-	-	-	-	-
Stage 2	985	-	-	-	-	-
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	88	~ 659	0	-	-	0
Stage 1	468	-	0	-	-	0
Stage 2	322	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	88	~ 659	-	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	145.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	88	659	-
HCM Lane V/C Ratio	-	0.852	1.25	-
HCM Control Delay (s)	-	142.3	145.8	-
HCM Lane LOS	-	F	F	-
HCM 95th %tile Q(veh)	-	4.6	30.7	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

INTERSECTION 21 - HOLLYWOOD WAY & I-5 SB RAMPS
WITH SIGNAL

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	182	1083	640	1212
v/c Ratio	0.19	1.29	0.52	0.99
Control Delay	9.5	159.7	20.5	55.0
Queue Delay	0.0	0.0	0.0	37.7
Total Delay	9.5	159.7	20.5	92.8
Queue Length 50th (ft)	39	~622	115	313
Queue Length 95th (ft)	71	#850	163	#440
Internal Link Dist (ft)	1313		52	270
Turn Bay Length (ft)	770			
Base Capacity (vph)	934	840	1221	1221
Starvation Cap Reductn	0	0	0	204
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	1.29	0.52	1.19

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	667	1484	515
v/c Ratio	0.13	0.93	0.69	0.24
Control Delay	26.0	40.2	19.2	14.7
Queue Delay	0.1	0.0	0.0	0.3
Total Delay	26.0	40.2	19.2	14.9
Queue Length 50th (ft)	36	275	397	85
Queue Length 95th (ft)	65	#460	538	117
Internal Link Dist (ft)	1313		124	270
Turn Bay Length (ft)	770			
Base Capacity (vph)	679	802	2150	2150
Starvation Cap Reductn	0	0	0	958
Spillback Cap Reductn	150	0	14	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.83	0.69	0.43

Intersection Summary

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)	182	1112	645	1213
v/c Ratio	0.19	1.32	0.53	0.99
Control Delay	9.5	174.6	20.5	55.2
Queue Delay	0.0	0.0	0.0	37.6
Total Delay	9.5	174.6	20.5	92.8
Queue Length 50th (ft)	39	~650	116	313
Queue Length 95th (ft)	71	#881	165	#440
Internal Link Dist (ft)	1313		124	270
Turn Bay Length (ft)	770			
Base Capacity (vph)	934	840	1221	1221
Starvation Cap Reductn	0	0	0	204
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	1.32	0.53	1.19

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	673	1514	515
v/c Ratio	0.12	0.94	0.71	0.24
Control Delay	25.8	40.8	19.8	14.8
Queue Delay	0.1	0.0	0.0	0.3
Total Delay	25.9	40.8	19.9	15.1
Queue Length 50th (ft)	35	279	416	85
Queue Length 95th (ft)	65	#496	557	117
Internal Link Dist (ft)	1313		124	270
Turn Bay Length (ft)	770			
Base Capacity (vph)	679	802	2138	2138
Starvation Cap Reductn	0	0	0	946
Spillback Cap Reductn	150	0	23	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.84	0.72	0.43

Intersection Summary

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)	197	1393	807	1530
v/c Ratio	0.21	1.66	0.66	1.25
Control Delay	9.6	324.6	22.9	146.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.6	324.6	22.9	146.8
Queue Length 50th (ft)	42	~922	155	~476
Queue Length 95th (ft)	76	#1166	214	m#537
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	0.21	1.66	0.66	1.25

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	EBR	NBT	SBT
Lane Group Flow (vph)	75	818	1940	674
v/c Ratio	0.11	1.11	1.02	0.35
Control Delay	23.7	93.2	52.4	18.2
Queue Delay	0.1	0.0	22.9	0.4
Total Delay	23.8	93.2	75.3	18.6
Queue Length 50th (ft)	36	~595	~774	120
Queue Length 95th (ft)	69	#839	#947	190
Internal Link Dist (ft)	1263		124	340
Turn Bay Length (ft)	770			
Base Capacity (vph)	679	738	1906	1906
Starvation Cap Reductn	0	0	0	704
Spillback Cap Reductn	216	0	107	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	1.11	1.08	0.56

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)	197	1423	811	1532
v/c Ratio	0.21	1.70	0.66	1.25
Control Delay	9.6	340.5	23.0	147.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.6	340.5	23.0	147.4
Queue Length 50th (ft)	42	~951	155	~477
Queue Length 95th (ft)	76	#1196	215	m#537
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	0.21	1.70	0.66	1.25

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	EBR	NBT	SBT
Lane Group Flow (vph)	75	824	1971	674
v/c Ratio	0.11	1.12	1.03	0.35
Control Delay	23.7	96.2	57.2	18.2
Queue Delay	0.4	0.0	25.3	0.4
Total Delay	24.0	96.2	82.4	18.6
Queue Length 50th (ft)	36	~604	~833	120
Queue Length 95th (ft)	69	#848	#972	190
Internal Link Dist (ft)	1263		124	340
Turn Bay Length (ft)	770			
Base Capacity (vph)	679	738	1906	1906
Starvation Cap Reductn	0	0	0	704
Spillback Cap Reductn	352	0	109	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	1.12	1.10	0.56

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.

APPENDIX D:
DRIVEWAY LOS WORKSHEETS

EXISTING PLUS PROJECT

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      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: A[  9.5]
******************************************************************************
Street Name:             Avon St                        Project Driveway
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  140    20    90   86     0     0    0     0     2    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  140    20    90   86     0     0    0     0     2    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  140    20    90   86     0     0    0     0     2    0     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  140    20    90   86     0     0    0     0     2    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   160 xxxx xxxxx  xxxx xxxx xxxxx   416  416   150
Potent Cap.: xxxx xxxx xxxxx  1432 xxxx xxxxx  xxxx xxxx xxxxx   597  530   902
Move Cap.:   xxxx xxxx xxxxx  1432 xxxx xxxxx  xxxx xxxx xxxxx   567  495   902
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.00 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.7 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  814 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.5 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.5
ApproachLOS:         *                *                *                A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2
******************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: B[ 10.3]
******************************************************************************
Street Name:            Ontario St                  3100 Thornton Driveway
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  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      36  120     0     0  191    54     3    0     3     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:   36  120     0     0  191    54     3    0     3     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:    36  120     0     0  191    54     3    0     3     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   36  120     0     0  191    54     3    0     3     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  245 xxxx xxxxx  xxxx xxxx xxxxx   410 xxxx   218  xxxx xxxx xxxxx
Potent Cap.: 1333 xxxx xxxxx  xxxx xxxx xxxxx   602 xxxx   827  xxxx xxxx xxxxx
Move Cap.:   1333 xxxx xxxxx  xxxx xxxx xxxxx   589 xxxx   827  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx   9.4 xxxxx 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:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.3           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 #3
******************************************************************************
Average Delay (sec/veh):      1.4       Worst Case Level Of Service: B[ 11.9]
******************************************************************************
Street Name:            Ontario St                  2255 Ontario Driveway
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    0  0  1! 0  0    1  0  0  0  1    1  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      59  147     1     1  106    84     3    0     6     3    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:   59  147     1     1  106    84     3    0     6     3    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:    59  147     1     1  106    84     3    0     6     3    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   59  147     1     1  106    84     3    0     6     3    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx   6.2   7.1 xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3   3.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  190 xxxx xxxxx   148 xxxx xxxxx   416 xxxx   148   419 xxxx xxxxx
Potent Cap.: 1396 xxxx xxxxx  1446 xxxx xxxxx   551 xxxx   904   548 xxxx xxxxx
Move Cap.:   1396 xxxx xxxxx  1446 xxxx xxxxx   532 xxxx   904   526 xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  0.00 xxxx  xxxx  0.01 xxxx  0.01  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx   0.0   0.0 xxxx xxxxx
Control Del:  7.7 xxxx xxxxx   7.5 xxxx xxxxx  11.8 xxxx   9.0  11.9 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     B    *     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              9.9             11.9
ApproachLOS:         *                *                A                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #4
******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 12.5]
******************************************************************************
Street Name:       3333 Empire Driveway                   Empire Av
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  1  0  1  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     7    0     9   101  477     4     3  250   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     7    0     9   101  477     4     3  250   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     7    0     9   101  477     4     3  250   131
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     7    0     9   101  477     4     3  250   131
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   6.8  6.5   6.9   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:  812 1068   241   762 1005   191   381 xxxx xxxxx   481 xxxx xxxxx
Potent Cap.:  274  223   767   345  244   825  1189 xxxx xxxxx  1092 xxxx xxxxx
Move Cap.:    253  204   767   322  222   825  1189 xxxx xxxxx  1092 xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.02 0.00  0.01  0.08 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx   8.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx   322 xxxx   825  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.1 xxxx   0.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  16.4 xxxx   9.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     C    *     A     *    *     *     *    *     *
ApproachDel:    xxxxxx             12.5           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #1
******************************************************************************
Average Delay (sec/veh):      2.7       Worst Case Level Of Service: B[ 10.6]
******************************************************************************
Street Name:             Avon St                       Project Driveway
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  263     3    15   72     0     0    0     0    18    0    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:    0  263     3    15   72     0     0    0     0    18    0    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:     0  263     3    15   72     0     0    0     0    18    0    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  263     3    15   72     0     0    0     0    18    0    88
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   266 xxxx xxxxx  xxxx xxxx xxxxx   367  367   265
Potent Cap.: xxxx xxxx xxxxx  1310 xxxx xxxxx  xxxx xxxx xxxxx   637  565   779
Move Cap.:   xxxx xxxx xxxxx  1310 xxxx xxxxx  xxxx xxxx xxxxx   632  559   779
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.8 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  749 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.6 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.6
ApproachLOS:         *                *                *                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2
******************************************************************************
Average Delay (sec/veh):      2.2       Worst Case Level Of Service: A[  9.9]
******************************************************************************
Street Name:            Ontario St                  3100 Thornton Driveway
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  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  171     0     0  140     3    47    0    44     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:    1  171     0     0  140     3    47    0    44     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:     1  171     0     0  140     3    47    0    44     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1  171     0     0  140     3    47    0    44     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  143 xxxx xxxxx  xxxx xxxx xxxxx   315 xxxx   142  xxxx xxxx xxxxx
Potent Cap.: 1452 xxxx xxxxx  xxxx xxxx xxxxx   683 xxxx   912  xxxx xxxx xxxxx
Move Cap.:   1452 xxxx xxxxx  xxxx xxxx xxxxx   682 xxxx   912  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.07 xxxx  0.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.2  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx  10.7 xxxx   9.1 xxxxx 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:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.9           xxxxxx
ApproachLOS:         *                *                A                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #3
******************************************************************************
Average Delay (sec/veh):      3.8       Worst Case Level Of Service: B[ 11.2]
******************************************************************************
Street Name:            Ontario St                  2255 Ontario Driveway
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  1  0  0  0    0  0  0  1  0    1  0  0  0  1    1  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4   87     0     0  177     3    73     0    79     1     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:    4   87     0     0  177     3    73     0    79     1     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:     4   87     0     0  177     3    73     0    79     1     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
FinalVolume:    4   87     0     0  177     3    73     0    79     1     0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   7.1 xxxx   6.2   7.1 xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3   3.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  180 xxxx xxxxx  xxxx xxxx xxxxx   274 xxxx   179   313 xxxx xxxxx
Potent Cap.: 1408 xxxx xxxxx  xxxx xxxx xxxxx   683 xxxx   870   643 xxxx xxxxx
Move Cap.:   1408 xxxx xxxxx  xxxx xxxx xxxxx   682 xxxx   870   584 xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  0.09  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx   0.3   0.0 xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx  10.9 xxxx   9.6  11.2 xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     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:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.2             11.2
ApproachLOS:         *                *                B                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.5]

Street Name:	3333 Empire Driveway						Empire Av					
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 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	0	4	90	0	101	11	351	0	2	599	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:	5	0	4	90	0	101	11	351	0	2	599	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:	5	0	4	90	0	101	11	351	0	2	599	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	4	90	0	101	11	351	0	2	599	18
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	677	994	176	810	985	309	617	xxxx	xxxxx	351	xxxx	xxxxx
Potent Cap.:	343	247	844	275	250	693	973	xxxx	xxxxx	1219	xxxx	xxxxx
Move Cap.:	290	244	844	271	247	693	973	xxxx	xxxxx	1219	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	0.33	0.00	0.15	0.01	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	8.7	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	409	xxxxx	271	xxxx	693	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	1.4	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.0	xxxxx	24.7	xxxx	11.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	B	*	*	*	*	*	*
ApproachDel:	14.0			17.5			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

FUTURE PLUS PROJECT

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------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #1
******************************************************************************
Average Delay (sec/veh):      2.2       Worst Case Level Of Service: A[  9.7]
******************************************************************************
Street Name:             Avon St                        Project Driveway
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  171    20    90   79     0     0    0     0     2    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  171    20    90   79     0     0    0     0     2    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  171    20    90   79     0     0    0     0     2    0     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  171    20    90   79     0     0    0     0     2    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   191 xxxx xxxxx  xxxx xxxx xxxxx   440  440   181
Potent Cap.: xxxx xxxx xxxxx  1395 xxxx xxxxx  xxxx xxxx xxxxx   578  514   867
Move Cap.:   xxxx xxxx xxxxx  1395 xxxx xxxxx  xxxx xxxx xxxxx   548  479   867
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.00 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.8 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  784 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.7 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.7
ApproachLOS:         *                *                *                A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2
******************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: B[ 11.2]
******************************************************************************
Street Name:            Ontario St                  3100 Thornton Driveway
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  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39  226     0     0  244    59     3    0     3     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:   39  226     0     0  244    59     3    0     3     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:    39  226     0     0  244    59     3    0     3     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   39  226     0     0  244    59     3    0     3     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  303 xxxx xxxxx  xxxx xxxx xxxxx   578 xxxx   274  xxxx xxxx xxxxx
Potent Cap.: 1269 xxxx xxxxx  xxxx xxxx xxxxx   481 xxxx   770  xxxx xxxx xxxxx
Move Cap.:   1269 xxxx xxxxx  xxxx xxxx xxxxx   470 xxxx   770  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  7.9 xxxx xxxxx xxxxx xxxx xxxxx  12.7 xxxx   9.7 xxxxx 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:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.2           xxxxxx
ApproachLOS:         *                *                B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #3
******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 13.9]
******************************************************************************
Street Name:            Ontario St                  2255 Ontario Driveway
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    0  0  1! 0  0    1  0  0  0  1    1  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      63  255     1     1  152    91     3    0     6     3    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:   63  255     1     1  152    91     3    0     6     3    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:    63  255     1     1  152    91     3    0     6     3    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   63  255     1     1  152    91     3    0     6     3    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx   6.2   7.1 xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3   3.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  243 xxxx xxxxx   256 xxxx xxxxx   581 xxxx   198   584 xxxx xxxxx
Potent Cap.: 1335 xxxx xxxxx  1321 xxxx xxxxx   428 xxxx   849   426 xxxx xxxxx
Move Cap.:   1335 xxxx xxxxx  1321 xxxx xxxxx   412 xxxx   849   407 xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  0.00 xxxx  xxxx  0.01 xxxx  0.01  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx   0.0   0.0 xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   7.7 xxxx xxxxx  13.8 xxxx   9.3  13.9 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     B    *     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             10.8             13.9
ApproachLOS:         *                *                B                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #4
******************************************************************************
Average Delay (sec/veh):      1.0       Worst Case Level Of Service: B[ 13.8]
******************************************************************************
Street Name:       3333 Empire Driveway                   Empire Av
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  1  0  1  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     7    0    10   111  622     4     3  313   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:    0    0     0     7    0    10   111  622     4     3  313   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:     0    0     0     7    0    10   111  622     4     3  313   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     7    0    10   111  622     4     3  313   139
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   6.8  6.5   6.9   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: 1009 1304   313   922 1237   226   452 xxxx xxxxx   626 xxxx xxxxx
Potent Cap.:  197  162   689   273  178   783  1119 xxxx xxxxx   965 xxxx xxxxx
Move Cap.:    180  145   689   252  159   783  1119 xxxx xxxxx   965 xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.03 0.00  0.01  0.10 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx   252 xxxx   783  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.1 xxxx   0.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  19.7 xxxx   9.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     C    *     A     *    *     *     *    *     *
ApproachDel:    xxxxxx             13.8           xxxxxx           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 #1
******************************************************************************
Average Delay (sec/veh):      3.0       Worst Case Level Of Service: A[ 10.0]
******************************************************************************
Street Name:             Avon St                       Project Driveway
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    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  180     3    15   82     0     0    0     0    18    0    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:    0  180     3    15   82     0     0    0     0    18    0    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:     0  180     3    15   82     0     0    0     0    18    0    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  180     3    15   82     0     0    0     0    18    0    88
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   183 xxxx xxxxx  xxxx xxxx xxxxx   294  294   182
Potent Cap.: xxxx xxxx xxxxx  1404 xxxx xxxxx  xxxx xxxx xxxxx   702  621   866
Move Cap.:   xxxx xxxx xxxxx  1404 xxxx xxxxx  xxxx xxxx xxxxx   696  614   866
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.10
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.6 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  832 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.0 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.0
ApproachLOS:         *                *                *                A
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2
******************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: B[ 11.1]
******************************************************************************
Street Name:            Ontario St                  3100 Thornton Driveway
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  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  235     0     0  242     3    51     0    48     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:    1  235     0     0  242     3    51     0    48     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:     1  235     0     0  242     3    51     0    48     0    0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0    0     0
FinalVolume:    1  235     0     0  242     3    51     0    48     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  245 xxxx xxxxx  xxxx xxxx xxxxx   481 xxxx   244  xxxx xxxx xxxxx
Potent Cap.: 1333 xxxx xxxxx  xxxx xxxx xxxxx   548 xxxx   800  xxxx xxxx xxxxx
Move Cap.:   1333 xxxx xxxxx  xxxx xxxx xxxxx   548 xxxx   800  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.09 xxxx  0.06  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   0.2  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx xxxxx xxxx xxxxx  12.2 xxxx   9.8 xxxxx 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:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.1           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 #3
******************************************************************************
Average Delay (sec/veh):      3.2       Worst Case Level Of Service: B[ 13.1]
******************************************************************************
Street Name:            Ontario St                  2255 Ontario Driveway
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  1  0  0  0    0  0  0  1  0    1  0  0  0  1    1  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4  144     0     0  283     3    79     0    84     1     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:    4  144     0     0  283     3    79     0    84     1     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:     4  144     0     0  283     3    79     0    84     1     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
FinalVolume:    4  144     0     0  283     3    79     0    84     1     0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   7.1 xxxx   6.2   7.1 xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3   3.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  286 xxxx xxxxx  xxxx xxxx xxxxx   437 xxxx   285   479 xxxx xxxxx
Potent Cap.: 1288 xxxx xxxxx  xxxx xxxx xxxxx   534 xxxx   759   501 xxxx xxxxx
Move Cap.:   1288 xxxx xxxxx  xxxx xxxx xxxxx   532 xxxx   759   444 xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.15 xxxx  0.11  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx   0.4   0.0 xxxx xxxxx
Control Del:  7.8 xxxx xxxxx xxxxx xxxx xxxxx  12.9 xxxx  10.3  13.1 xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     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:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.6             13.1
ApproachLOS:         *                *                B                B
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: D[25.2]

Street Name:	3333 Empire Driveway						Empire Av					
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 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	0	4	95	0	110	12	435	0	2	755	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:	5	0	4	95	0	110	12	435	0	2	755	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:	5	0	4	95	0	110	12	435	0	2	755	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	4	95	0	110	12	435	0	2	755	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	841	1237	218	1010	1228	387	774	xxxx	xxxxx	435	xxxx	xxxxx
Potent Cap.:	261	177	793	197	180	617	851	xxxx	xxxxx	1135	xxxx	xxxxx
Move Cap.:	212	175	793	194	177	617	851	xxxx	xxxxx	1135	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.01	0.49	0.00	0.18	0.01	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	9.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	315	xxxxx	194	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	2.4	xxxx	0.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.8	xxxxx	40.3	xxxx	12.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	E	*	B	*	*	*	*	*	*
ApproachDel:	16.8			25.2			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX E:
SIGNAL WARRANT ANALYSIS

EXISTING

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

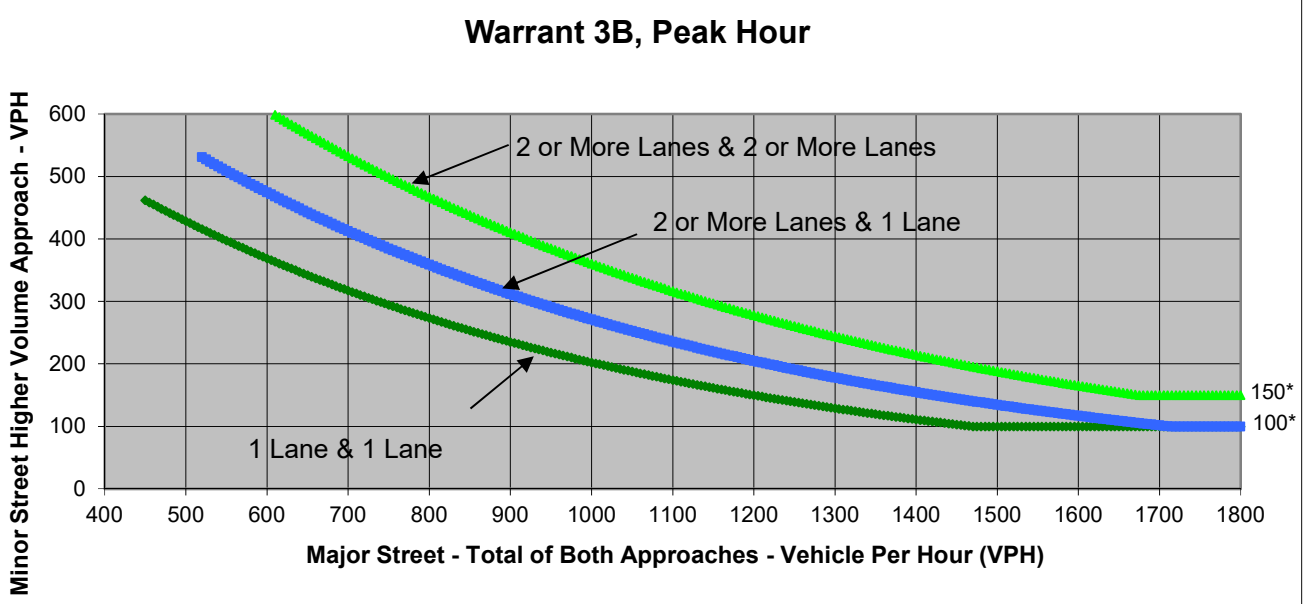
Project	Media Studios North
Scenario	Existing Conditions
Peak Hour	Weekday, AM

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	**2**	**1**	**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
Minor Street	I-5 SB Ramps

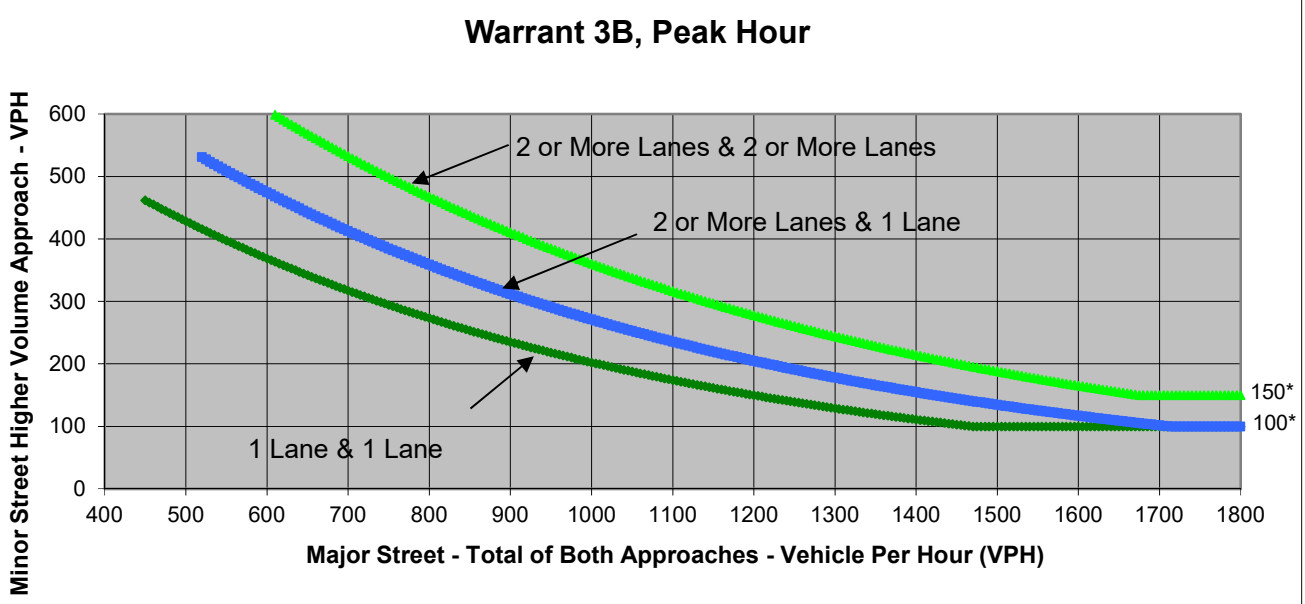
Project	Media Studios North
Scenario	Existing Conditions
Peak Hour	Weekday, PM

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	678	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	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,839**	**678**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

EXISTING PLUS PROJECT

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

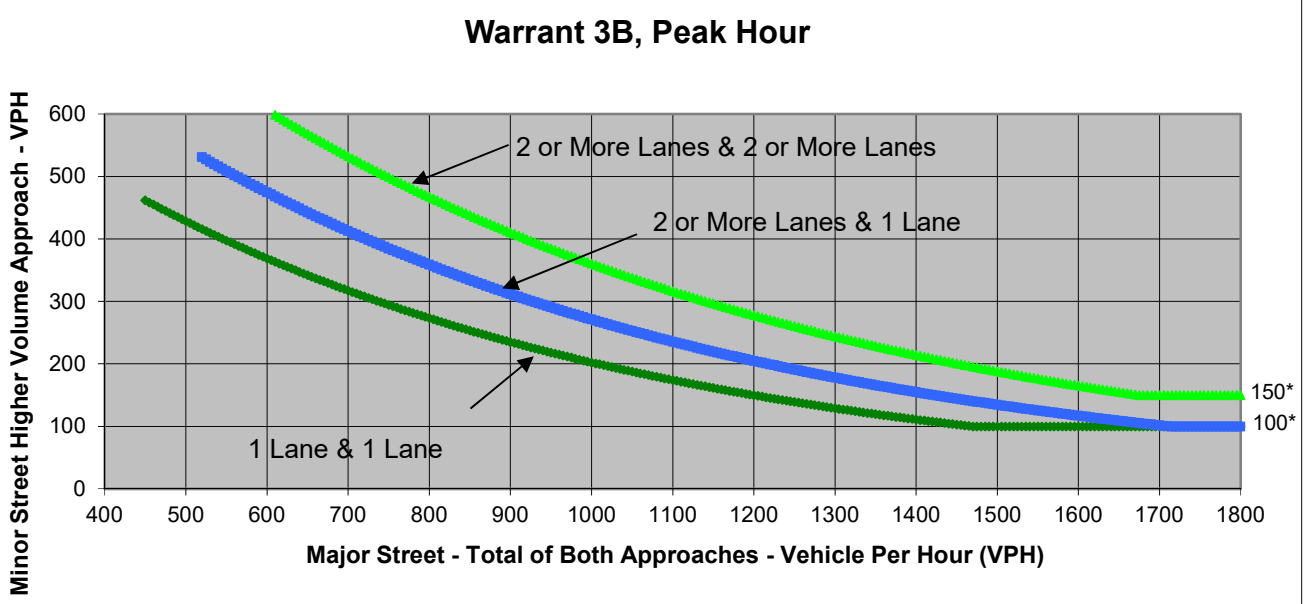
Project	Media Studios North
Scenario	Existing Conditions with Project
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	167	0
Through	593	1,116	0	0
Right	0	0	1,023	0
Total	593	1,116	1,190	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
	N Hollywood Way	I-5 SB Ramps	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,709**	**1,190**	

* 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	N Hollywood Way
Minor Street	I-5 SB Ramps

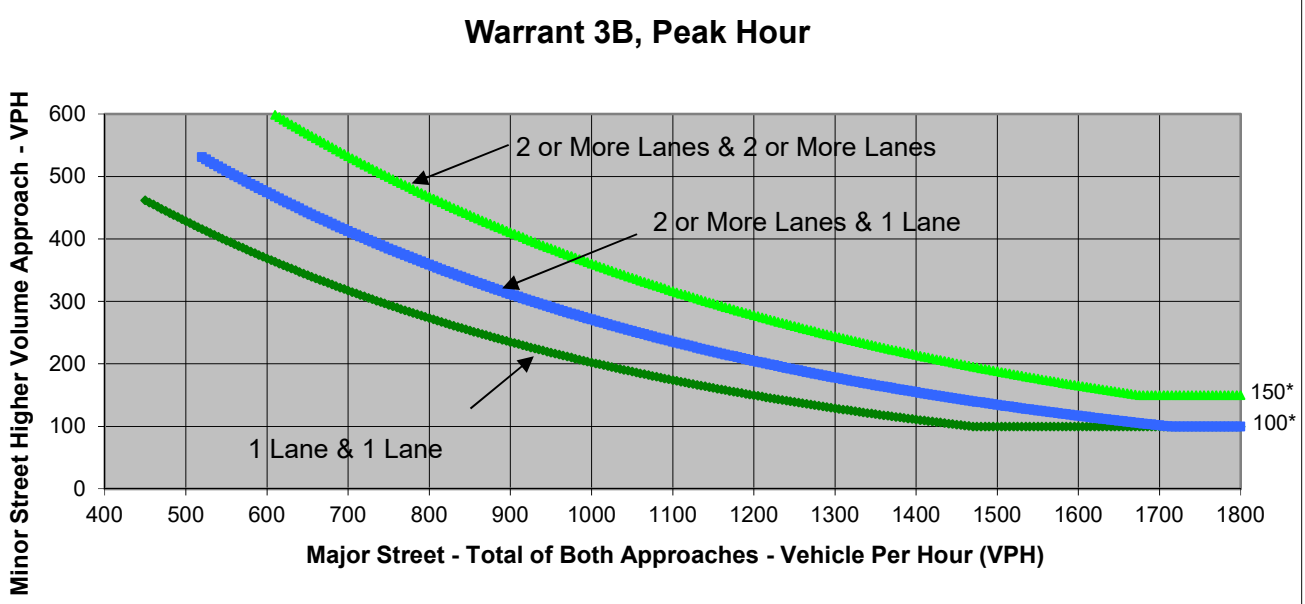
Project	Media Studios North
Scenario	Existing Conditions with Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	64	0
Through	1,393	474	0	0
Right	0	0	619	0
Total	1,393	474	683	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	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,867**	**683**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FUTURE BASE

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

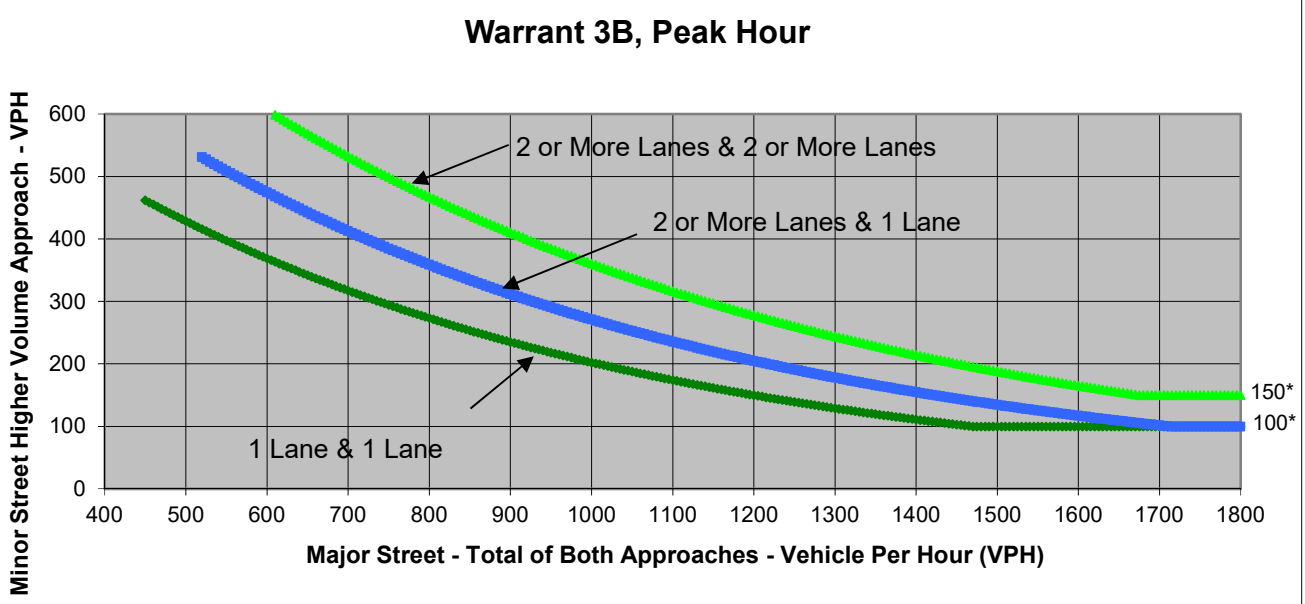
Project	Media Studios North
Scenario	Future Year
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	181	0
Through	742	1,408	0	0
Right	0	0	1,282	0
Total	742	1,408	1,463	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	**2**	**1**	**YES**
Traffic Volume (VPH) *	**2,150**	**1,463**	

* 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

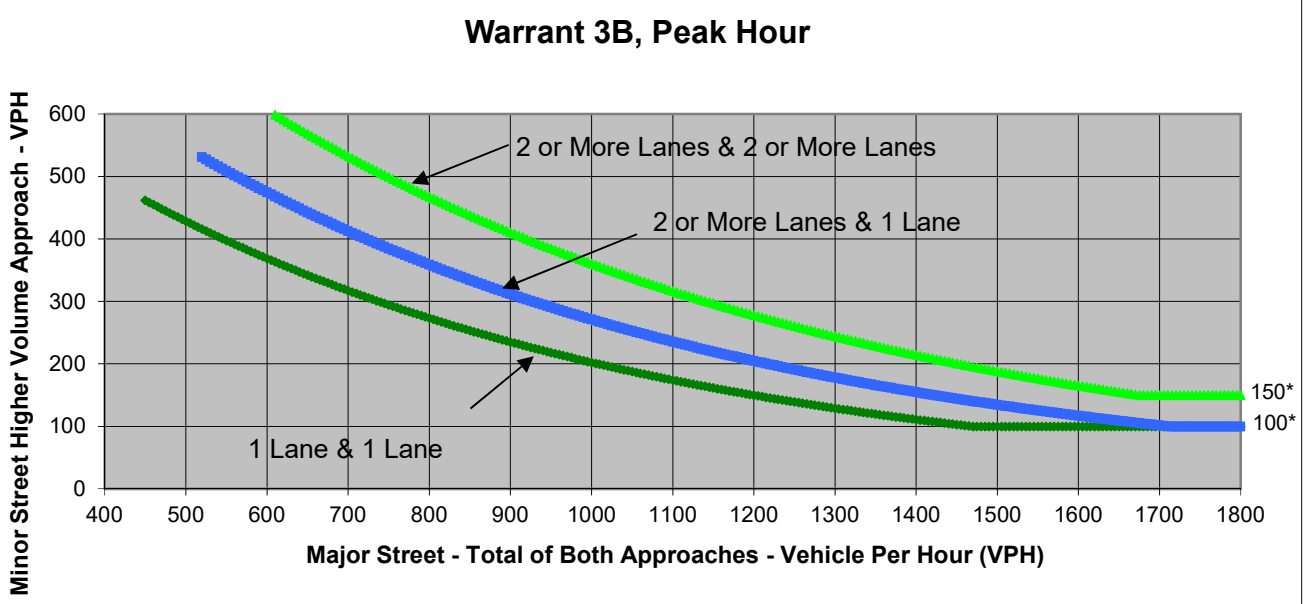
Project	Media Studios North
Scenario	Future Year
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	69	0
Through	1,785	620	0	0
Right	0	0	753	0
Total	1,785	620	822	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	**2**	**1**	**YES**
Traffic Volume (VPH) *	**2,405**	**822**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FUTURE PLUS PROJECT

FEHR PEERS

Major Street	N Hollywood Way
Minor Street	I-5 SB Ramps

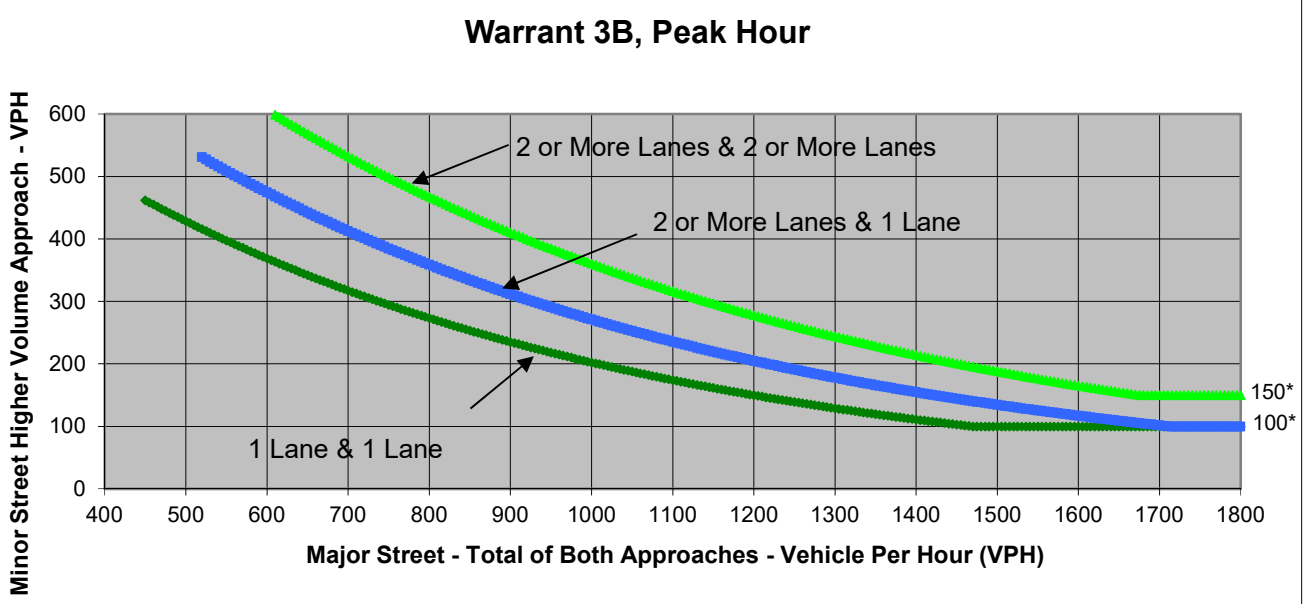
Project	Media Studios North
Scenario	Future Year with Project
Peak Hour	Weekday, AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	181	0
Through	746	1,409	0	0
Right	0	0	1,309	0
Total	746	1,409	1,490	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	**2**	**1**	**YES**
Traffic Volume (VPH) *	**2,155**	**1,490**	

* 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

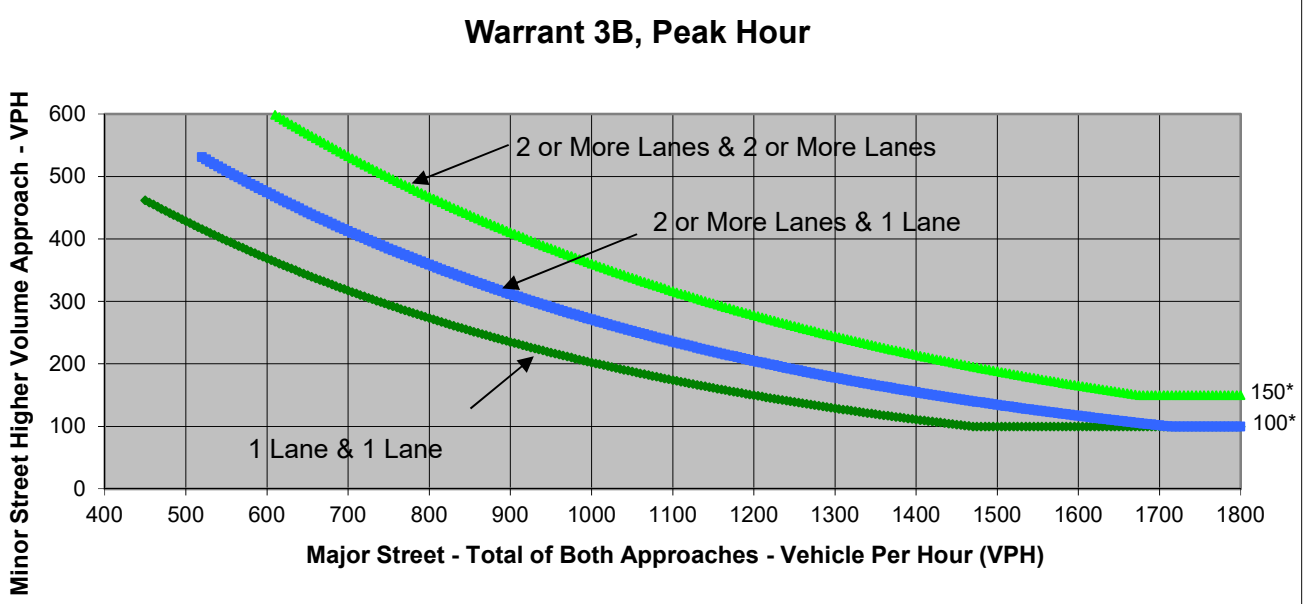
Project	Media Studios North
Scenario	Future Year with Project
Peak Hour	Weekday, PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	69	0
Through	1,813	620	0	0
Right	0	0	758	0
Total	1,813	620	827	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	**2**	**1**	**YES**
Traffic Volume (VPH) *	**2,433**	**827**	

* 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 A:
TRAFFIC COUNTS

APPENDIX B:
INTERSECTION LEVEL OF SERVICE WORKSHEETS

APPENDIX C:
QUEUING ANALYSIS SHEETS

APPENDIX D:
DRIVEWAY LOS WORKSHEETS

APPENDIX E:
SIGNAL WARRANT ANALYSIS